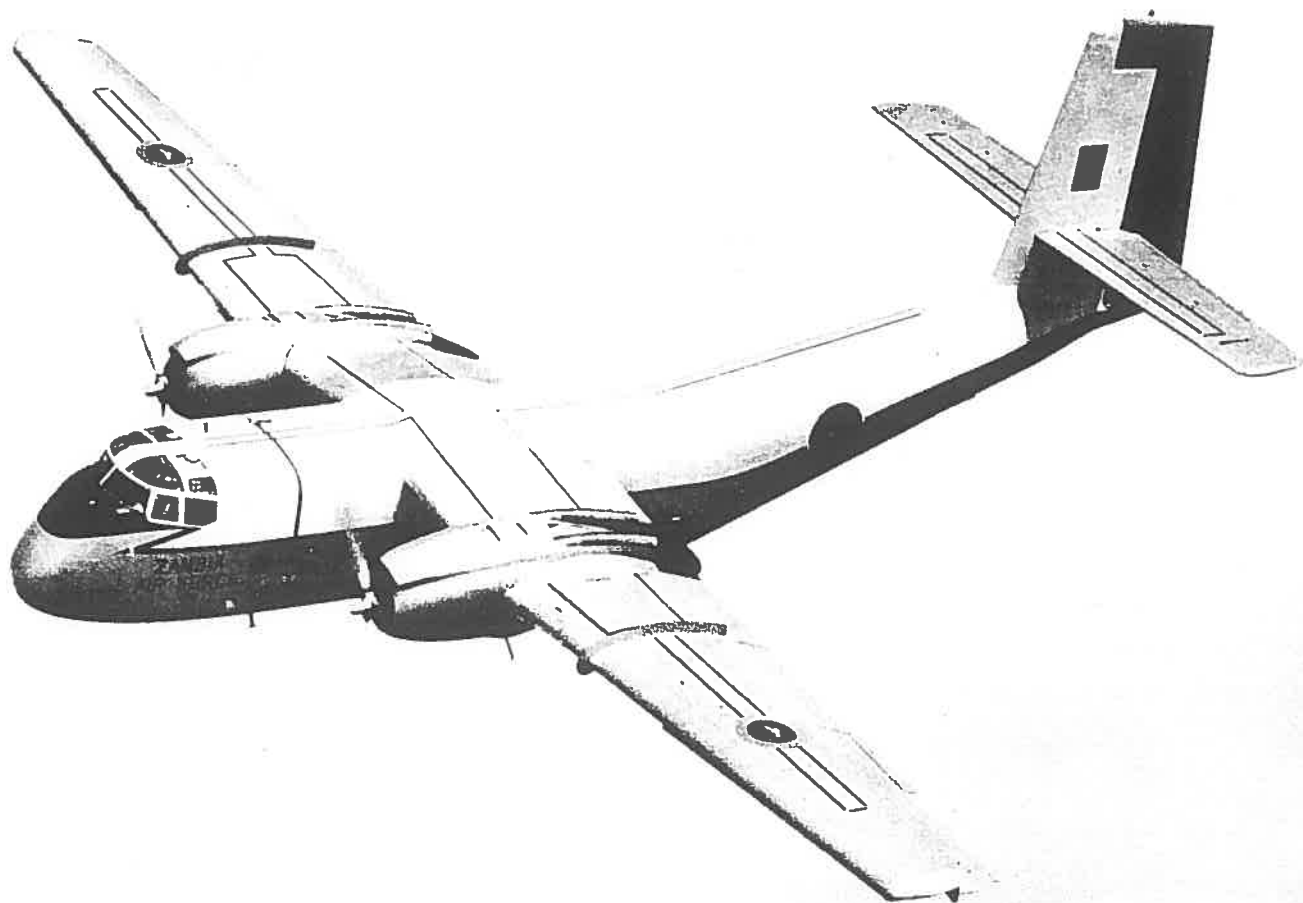


small air forces observer

1.00 \$US



vol 2 no 2 (6)

march 1977

SMALL AIR FORCES OBSERVER

THE NEWSLETTER OF THE

SMALL AIR FORCES CLEARING HOUSE

Vol. 2 No. 2(6)

March 1977

COVER COMMENTS: The photograph for this month's cover was supplied by Fred Guthrie (SAFCH #29) and depicts a Zambian Air Force DHC-4 Caribou. The colour scheme is silver paint overall, white fuselage top and fin, black cleat line and antiglare panel. (De Havilland of Canada photo)

GUEST EDITORIAL

The purpose of SAFO is to promote the exchange of information regarding small air forces in order to render historically accurate models of its subjects as well as to create a common pool of written and pictorial documentation.

SAFO is strictly amateur — in the best sense of the word. SAFO is motivated almost exclusively by the desire to uncover and organize the heretofore inaccessible. Our intention is not to broadcast discoveries through publication for financial profit. Not that its contributors are unwilling to finance further exploration by accepting payment from profit-motivated publications for the right to reproduce articles which were created for and appeared first in SAFO. SAFO also desires to encourage the highest level possible both in scale model craftsmanship and the acquisition of accurate and detailed information regarding the aircraft of small air forces. Potentially the achievements in both endeavors can be of a higher quality than in professional work for the very reason that it is amateur. SAFO is free from the dictates of the mass market, free from the desire to create the largest possible list of subscribers which prevents a diversity of approaches and subjects. Therefore, SAFO is amateur in the sense that it is motivated by concern for the intrinsic value of the subject itself, with the result that the enthusiast demands ever more precise and complete documentation, the grandest example of which is a scale model aircraft.

Just as SAFO's amateur motives may be mixed with financial considerations, however, so the goals of model craftsmanship are mixed. No kit has ever been made which will permit the creation of an exact replica. Much of what SAFO will carry will simply enable the small air force enthusiast to render a readily accessible kit in accurate markings. However, SAFO hopes to carry suggestions on how to render various kits more accurate. And certainly SAFO welcomes the contributions of those involved with conversions and scratch-building.

SAFO intends to devote equal attention to subjects of interest to those who do not consider themselves modelers. Hopefully the modeler's pursuit of accurate information will be satisfied by information contributed by historians.

Hopefully historians will benefit from the findings of the modelers for most SAFCH'ers desire a high level of historical accuracy to complete their models.

It has been my experience that many SAFCH'ers are both modelers and historians. The advantages of a clearing house publication is therefore obvious to many. But it has advantages for those SAFCH'ers who consider themselves more of a modeler than an historian or vice versa. Some evidence for these reciprocal advantages springs to mind from the study of the Finnish Brewster Buffalo in the last few years. At first, in the mid-1960's, information about the aircraft began to become available in bits, often inaccurate. For example, consider the medium-green that was at first considered accurate. We have learned since that the Finns used a special olive-drab. Neither did anyone suggest how to make Revell's kit of the later U.S. naval version (F2A-1) into the Finnish version (B-239). Gropings — all of these indicated there was a fairly general interest in the topic. Then Kalevi Keskinen's Brewster B-239 Ja Humu was published (1970), then Suomen Silvet contributed (mid-1972), followed rapidly by IPMS-Mallari (late 1972), and the IPMS/USA Quarterly (late 1972) which carried information on the general nature of the Finnish Buffalo markings and simultaneously the IPMS/UK Monthly (November 1972) carried tips on converting Regell's kit. Great advances in knowledge on the Finnish Buffalo had been made in 6 to 7 years. Much still needs to be done. For starters: tips on ski conversions, multi-views of a specific aircraft's upper surfaces in winter camouflage, some itemization of the aircraft which carried the national insignia completely surrounded by the undersurface yellow wing-tip marking and those on which the insignia is partly surrounded by the other undersurface color (natural metal or hellblau).

How much more could have been achieved more quickly if there had been a more widely used clearing house for such matters of concern to the small air force "nut". SAFCH has always been a clearing house. SAFO can improve its services by attracting more participation in our mutual concerns.

Keith Sculle (SAFCH #230)

FINANCIAL STATEMENT: With 194 paid-up members, income for issue #5 was $194 \times \$0.75 = \145.50 . This, with a carry-over of \$35.33 from Vol. 1, gives a total income of \$180.83. Printing 300 copies of issue #5 cost \$150.00, printing the index \$20.42, and mailing $194 \times \$0.35 = \67.90 , for a total out-go of \$238.32. This leaves a deficit of 57.49 to be taken from the remaining issues of Vol. 2.

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SUBSCRIPTION RATE: The subscription rate for the SAFO is \$3.00 for four issues. Send remittance to J.V. Sanders, 27965 Berwick Dr., Carmel, CA 93921.

The Dutch branch of the SAFCH has its own bank account. All Dutch members can pay for their membership and orders in the U.S. through this bank account. This will save the members the extra costs on cheques and money orders.

However, experience teaches that there are other European members who have difficulties in sending money to the United States. These members can also use the Dutch bank account.

Also, orders on advertisements in SAFO can go through this account. Just state exactly what you want and direct action will be taken.

Bank Account: Hon. Treasurer Small Air Forces Clearing House
P/A F. J. Bachofner
Welleweg 4
Brielle 3310
The Netherlands

Account No. 50.33.13.563
Algemene Bank Nederland N.V.
Strevelsweg 734
Rotterdam
The Netherlands

A GUIDE TO THE AVIATION AND MODELING MAGAZINES OF THE WORLD

As you are probably well aware, information on aircraft and/or air forces of interest to SAFCH members can frequently be found only in foreign (to you), often hard-to-get publications. While hopefully the SAFCH, through our international membership and own publication, will help to alleviate this problem somewhat, there exists already a wealth of information which is available to the modeler/aviation enthusiast, if he knows where to look. While one will frequently see references quoted for various domestic and foreign magazines, where can you write to obtain them, and how much will they cost? From experience, I know that it can take months to find these things out. So, what is needed is a continuing publication of this material, in a format that will be of most benefit to the SAFCH member looking for that particular reference source. While others have on occasion, presented material such as this (such as listings in various IPMS magazines of fellow-IPMS publications) this present series will differ in a number of respects, as I will elaborate.

The first and foremost requirement of such a project is the continuous input of complete and current information. For this I am hopeful that at least one (although more than one would be most welcome) member from each country represented by SAFCH will occasionally send me a postcard or letter giving me either original information so a magazine can be featured in an article, or a postcard to notify of changes in information (price changes, etc.) so the data will be kept up-to-date.

As of now we have determined that the following information should be contained for each entry: (1) the name of the magazine, (2) a description of its contents, including such things as a sample table of contents, a critical review of its quality and usefulness to SAFCH, inclusion of and accuracy of scale plans, etc.; this should be from the most current issue available, (3) cost in both local currency and in \$US at current rate of exchange, (4) address where to obtain subscription, (5) date when your information was obtained. Certainly you can include other things as well (such as availability of back issues if known, whether a sample copy is available to judge them by). However, if at all possible we would like the above used as the standard for some uniformity.

As I receive this information from the various contacts (and I urge that anyone who has any information, please pass it on to me so I can establish our files to be maintained on them) I will record it and then immediately pass the information on to Jim Sanders for inclusion as soon as possible in a SAFO. I hope that this will not delay the data too long. Further, as I will be keeping files on all the magazines I can obtain information on, those members can, if they are looking for a particular item, write me directly for the information (for this an SAE or IRC would be appreciated) and if I have it I can pass it along; if not I will make a request for it in the next SAFO; for example, can anyone provide information on Suomen Siivet (Finnish), de Vliegende Hollander (Dutch), or Repútes (Hungarian)?

Further, when you have found a magazine you are interested in receiving, consider the possibility of making an exchange with a foreign member for it. For example, Western members can sponsor members from Eastern Europe in exchange for subscriptions, etc. If you are interested in this, and I recommend it highly as I correspond with some of our E. European members myself, contact Jim Sanders and he can put you in contact with someone.

If you have any suggestions for this column, please contact me, whether they be for a change in the format or just your general comments and suggestions concerning this project. All ideas are welcome.

Terry Elmore, 2512 Maple St., Everett, WA 98201

INSTRUCTIONS FOR SAFO AUTHORS AND ARTISTS

To keep our costs low and the editor's job to a minimum, it is important that potential authors and artists know a little about how the SAFO is put together. If you understand what must be done by the printer and the editor, then you can prepare your material so that we can continue to bring you the best possible magazine at the lowest price. If you follow these rules, your manuscript will appear exactly as you submit it. However, the important thing is to share information. Please submit articles in any form, but remember that the more work your editor must do on it, the longer the delay before it appears. The SAFO is printed on 8.5 x 11 in. (21.6 x 28.0 cm) paper with 0.25 in. (0.7 cm) margins on the top and outer edges and a 0.75 in. (1.9 cm) margins on the inner and bottom edges. Since we do not know in advance which will be which, it is only necessary to remember that all material, when printed, must fit into a 7.5 x 10 in. (19.0 x 25.4 cm) area. For uniformity, all text should be "pasted-up" in two 5 in. (12.7 cm) columns with a 0.25 in. (0.6 cm) space between and a maximum of 13.75 in. (35.0 cm) long. This 10.25 x 13.75 in. (26.0 x 35.0 cm) working area will be reduced by a factor of 0.732. If your article will not fill a whole page with this format, just submit it in loose 5 in. columns. Photos are handled a little differently. The half-tone negative for a photo is made separately from the page on which it is to appear so it may be reduced or enlarged a different amount. On the paste-up mark off the area where the photo is to go (remember to account for the page reduction) and figure out the required reduction ratio for the photo (size to be printed/size of original). Excess sky or foreground may be omitted (cropping) by juggling the shape of the photo's paste-up area and the reduction ratio. If your article has several photos, it is much easier (and cheaper) to collect them on a single "photo page". Black and white photos are best, but color slides and prints may be used at extra expense. (They won't be printed in color though.) A page of scale drawings may be reduced any reasonable amount (or not at all) so long as the paste-up is proportioned to fit the 7.5 x 10 in. area. For example, a drawing in 1/48 scale to be printed in 1/72 will have a reduction ratio of $48/72 = 0.667$. The paste-up working area then must be $7.5/0.667 \times 10/0.667 = 11.25 \times 15$ in. (28.6 x 38.1 cm). For large drawings a "centerfold" may be used, allowing a printed area of 16 x 10 in. (40.6 x 25.4 cm). If you have more than one page of drawings, try to make them all the same reduction to save the printer resetting the camera (and SAFO some \$\$). Drawings for which the scale is not important should be planned for either one-to-one reproduction or reduction by 0.732.

Other suggestions for better results:

Use the same type of paper throughout a paste-up. A smooth white bond (like SAFO is printed on) is recommended. Do not use transparent paper.

Draw with ink. Pencil drawings are difficult to print, results are unpredictable.

Avoid drawing large solid black areas.

Don't use very dense or very fine shading film (Zipatone). 60 lines (or dots) per inch (25 per cm) and 50% density (after reduction) are safe limits.

Remember that line widths are reduced with the rest of a page. Very thin lines may vanish.

If all this seems confusing, read it through a few times. It's fairly straight forward. If you can submit camera ready articles, fantastic, but the important thing is to contribute.

Finally, if you want the manuscript or photos returned, please note this and include some stamps or money to help defray my out-of-pocket expenses.

Send any and all newspaper, magazine, etc. clippings concerning Small Air Forces to Nick Waters (SAFCH #2) Nardet Twin Cities, E. 62nd St. and 31st Ave. So., Minneapolis, MN 55450. Items of interest to all the

membership will be published under a news column in SAFO or, if they pertain to an ongoing project, they will be sent to the project manager. He will serve as a central clearing house for all such clippings.

ESCUADRON 201

When we talk of the Mexican participation in WWII, we are talking of Aviation. This participation had many facets, but now we are going to deal only with the color schemes used by Squadron 201 of the Mexican Expeditionary Air Force (MEAF).

This Group was under the command of the Fifth Air Force USAAF, based in the Far East. Therefore, 201 Sq. machines displayed a finish similar to the other squadrons of that Air Force.

We do not intend to make a historic presentation, since the "Official History of the Mexican Expeditionary Air Force" was written years ago by Gral. Enrique Sandoval Castarrica. Instead, we will talk a little about the A/C, flown by Mexican pilots in the Far East. Also, and as a complement, we will mention those planes that are presently preserved as monuments to the 201 Sq.; one at the Air Base No. 1 in Santa Lucia, Mex., and the other at the College of the Air, in Zapopan, Jalisco.

We will concentrate our attention on the finishes sported by these machines and not on profound technical data which would be completely useless to modelers. He would not be interested in the fact that the P-47 D-28 RE had an engine of such and such performance, which differed from the P-47 D-28X+Y+25-26, in that it had spark plug wires a half millimeter shorter or that the power was a hairbreadth bigger, because he is not going to reproduce a functioning engine in 1/72. He would rather build a model with a correct finish. On this subject, we interviewed some ex-members of the MEAF, and we found that no one agrees on the details of the markings used in the Pacific, such as their distribution on the planes, the color of I.D. bands, or the color on the engine cowling. Unfortunately, no one we talked had any photos that could help us build our models correctly.

So, it is terribly difficult to obtain accurate information and we are compelled to make most of our models with foreign insignia. In contrast, other countries have kits with complete marking information, even while the A/C is still in squadron service. Of the many kits in production, there are only two that include Mexican AF insignia (P-47 and Stearman PT-17) and five civilians (Mexicana's DC-7 and Boeing 727, and Aeromexico's DC-8, DC-9 and DC-8 Magnojet) all of them are marketed by Revell Lodela. The only known color photos of the MAF P-47 was taken in 1959, shortly before they were retired from active service. But, there is not a single known color photo taken in the Pacific, which gives an idea of the difficulties associated with building an accurate model of the MEAF.

The data existing in the Secretariat of National Defense, differ from the photographs appearing in Gral. Sandoval Castarrica's book and this adds to the existing confusion. So, we are forced to interpret the photographic evidence to guide the modeler who may want to build a P-47 of the MEAF.

Basic color is silver overall, with black-white-black bands (fig. 1) or black-silver-black (fig. 2) on the wings, over the ailerons in both surfaces, and on the fuselage starting from the wing fillet (fig. 3) as far as the fin. On other A/C, the fuselage bands begin immediately behind

the canopy in closed position and end a little farther than the empennage (fig. 4). It should be noted that in case of the black-silver-black bands, the black bands have a thin yellow border (fig. 2).

The rudder was painted the colors of the Mexican flag: green, white, red. On the engine cowling there were some white "petals" with a border that might have been either red or black; though it could have been any other dark shade: green, blue, brown or even purple, which is the color of Mexican aviation. Some A/C didn't sport that border.

Aircraft no. 15 had the whole cowling in white (with no petals), and, as far as can be seen in photographs, wing and fuselage bands were black-white-black. There were several machines like this.

There were also some 201st machines that had no number or color on the cowling, which was just like the rest of the fuselage — natural metal without paint or varnish. In this case, the bands were black-silver-black.

In all cases, the anti-glare panel was a matt dark olive drab which prolonged down to the tail ending in a point at the beginning of the vertical fin (figs. 3 and 4). Relating to the insignia, there's also confusion. Some people think that, as in a foreign book on the P-47, that the Mexican triangles were placed on the wings in four positions (over the bands) and that the American star and bars was painted only on fuselage sides, over the bands. This, according to known photographs, is false, since in these photographs the American insignia appears placed normally: left wing upper-side and right wing underside, and both fuselage sides, while the Mexican triangles go only on right wing upper-side and left wing underside. Besides, in this same book and in a set of decals of foreign origin (based on the book) they include the insignia of Fighter Squadron 201 (Pancho Pistolas with his guns in the hands) on the left side of the fuselage immediately behind the cowling. No photographs of the MEAF A/C show this insignia which proves that this symbol was used only after the war, when the MEAF had been disbanded and turned into the Squadron 201 (fighter) Mexican Air Force. Then it was placed in both sides of the fuselage in the above mentioned position.

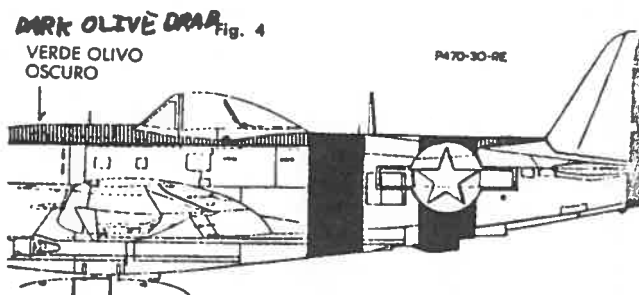
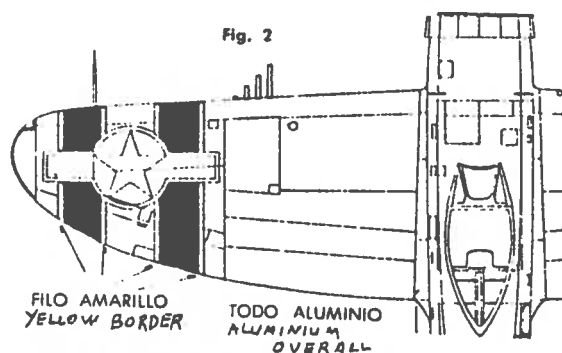
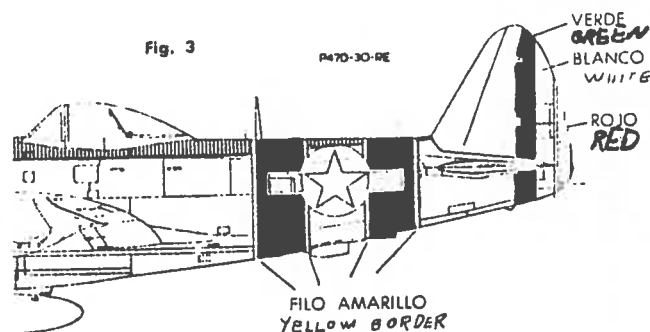
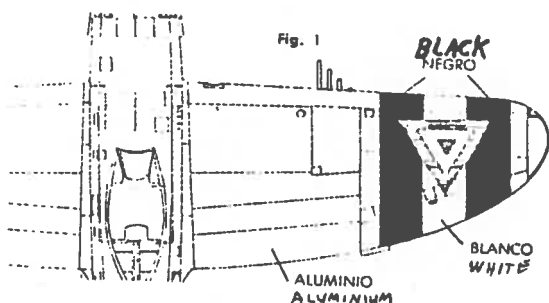
There was another possible version (represented in the monument at the Santa Lucia's Base) which carried black-white-black bands and the Mexican triangles in six positions. There is no single photo of this version, so we may presume that it didn't exist.

The cockpit interior was zinc chromate, instrument panel black, seat black with dark brown headrest, and landing gear covers were unpainted. That is, they were in silver.

We think this could serve as a guide for modelers wishing to build a model of a Thunderbolt like those flown by Mexican pilots in the Philippines. In following issues, we will talk about the finishes of the P-47 that operated in the units of the Mexican A.F.

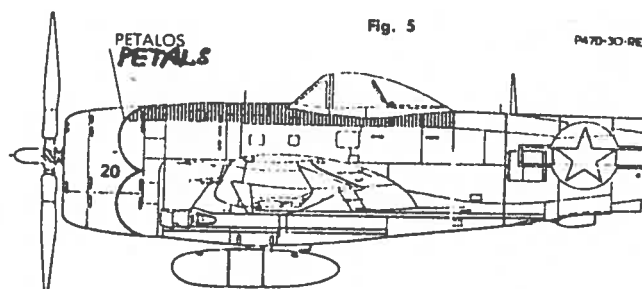
Mardonio Islas

Translated by *Ismail Garcia Llaca* (SAFCH #53)



(Editor's note: The "foreign book" mentioned above is Aircam #2 which contains a side and top view drawing of a "P-47D", 58th Fighter Group, Escuadron Aero de Pela 201, Mexican Expeditionary Air Force, Clark Field, Luzon, Philippines, 5th Air Force, SWPA". Serial 433523, a/c #6. The "decals of foreign origin" are ESCI #64. The book U.S. ARMY AIR FORCES IN THE PACIFIC by Francellon contains a photo of an MEAF P-47D, 433710, with natural metal cowl and black-white-black bands. This latter a/c also appears as a drawing in the IPMS QUARTERLY I, #2. Both the photo and the IPMS drawing are in agreement with the author's analysis.)

This article, which first appeared in MODELISMO, is reproduced here with the very kind permission of Mardonio Islas, the author; Fernando Hernandez, the artist; and Justo Aguirre, the publisher.



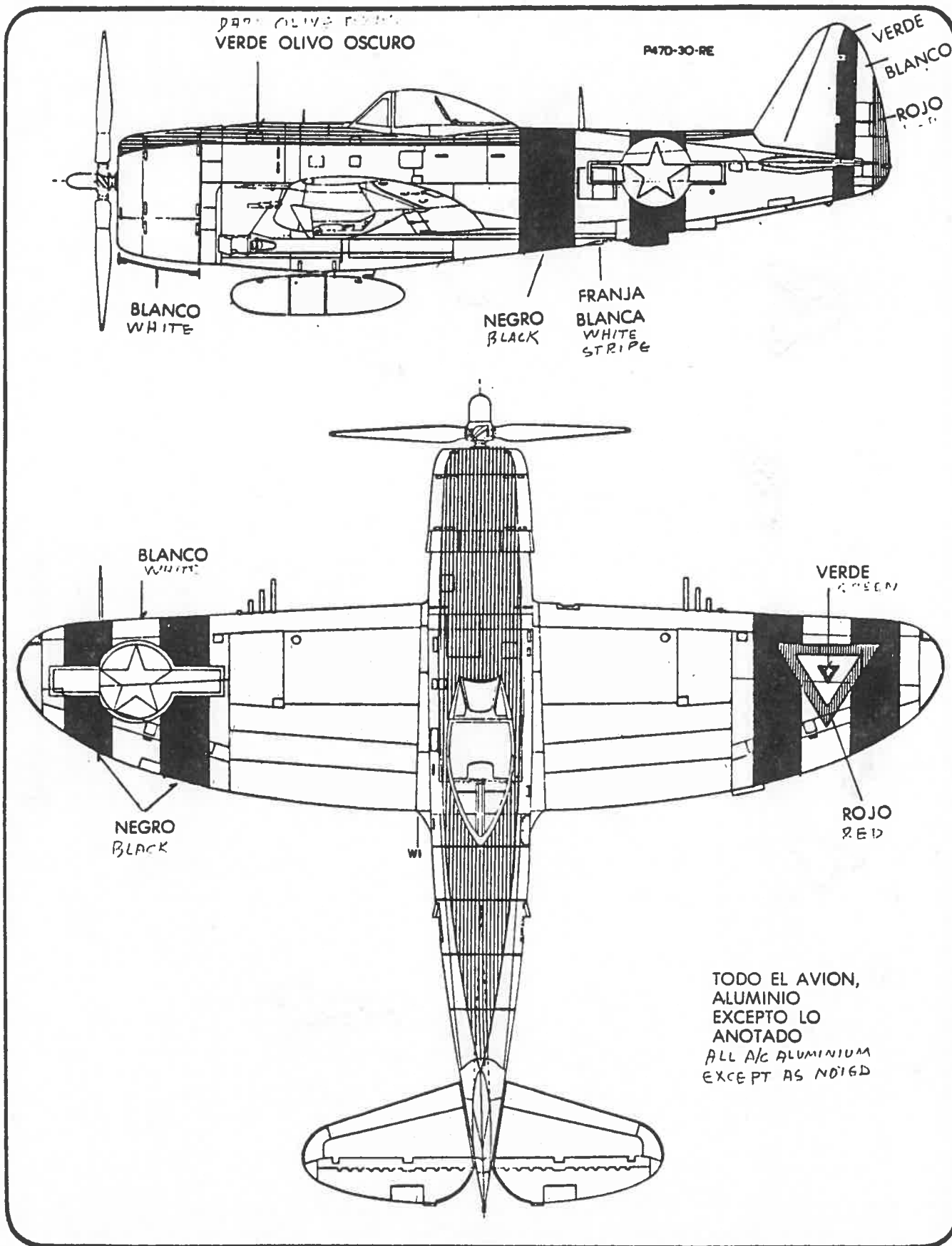
MODELISMO is a new modeling magazine published by Justo Aguirre in Mexico. Emphasis is placed equally on all aspects of modeling including aircraft, trains, automobiles, ships, and military figures. The quality of the contents can best be judged from the translation of the article "Escuadron 201" which appears in this issue of the SAFO.

Issue #1 of MODELISMO consists of thirty-two 21 x 28 cm pages plus color covers. The composition of the first issue reminds me of some of the better West German modeling publications with lots of photos of models and modelers. The only drawings in this first issue are those of the Mexican P-47. The first issue costs M\$ 15.00 and anyone interested in obtaining this or future issues of MODELISMO should write to our Mexican National Editor (Ismael Garcia Llaca, Monte Alban 600, Col. Vertiz Narvarte, Mexico 13 D.F.) for further information.

There seems to be a lot of interest in Mexican aviation and it would be a good idea if all you Spanish-speaking Gringos gave Justo some encouragement in this new, and potentially important, publishing venture.

A fun way to promote the SAFCH is to donate an award at local scale-model shows for the model that best represents the spirit of the SAFCH. This award doesn't have to be anything fancy; in fact, a SAFO subscription is an inexpensive and appropriate choice. For example, at the 1976 IPMS/USA Region 9 Cypress Scale Model Show, a SAFO subscription was won by Stan Staples for his 1/48-scale, Israeli P-51D. Wyn Edwards writes that a SAFCH Cup is awarded by Stroud Scale Model Society (England) contests but fails to list the winners.

Two SAFCH awards will be given at the 1977 Cypress Scale Model Show. (1) For the most unusual markings of an aircraft of a small country and (2) for the most interesting model of an aircraft designed in a small country. This meeting will be 14-15 May in Pacific Grove, California, so if you live near by, come on over and join in the fun.



THE NORTHROP T-38/F-5 IN SERVICE

Ubiquitous is a good word to describe the Northrop T-38/F-5 family of aircraft. We are used to seeing the angular massiveness of the F-4 Phantom on many fighter strips, and when an F-5 taxis up alongside, it looks so small in comparison that it is hard to take it seriously! However there must be something more there than meets the eye, for the F-5 has gotten far more attention around the world than would be the case if it simply relied on its attractive lines.

Originally, this seemed like a simple job; just list the different F-5 using countries and the number of aircraft each had. It very quickly became apparent that this was going to be something more than a simple tabulation!

Many reports were contradicted, or inconsistent, or just unverifiable so that a tabular type format would be too confusing due to all the footnotes it would require.

I realize that some of these entries are dated, and I am sure that some must be in error. I have tried to reconcile the varying reports available to me and come up with my opinions, based on these sources. Our readers' comments, suggestions and corrections certainly will be welcome, especially since some of the entries in this listing are highly suspect, to say the least!

The following abbreviations have been used for brevity:

(Aero) Aeroplane Monthly
(AF) Air Force Magazine
(AI) Air International (formerly Air Enthusiast)
(A&M) Aviation and Marine
(AW) Aviation Week
(Flt) Flight International
(Int) Interavia

ARGENTINA: AF (Dec '74 & Dec '75) report that they have an unknown quantity of F-5Es on order. I have found no other reports verifying this, however they recently acquired a quantity of A-4 Skyhawks, which may have been the A/C referred to.

AUSTRALIA: AW (8 Dec '75) reports that the F-5E is being considered, possibly for the 1977 time-frame. No other mention of this situation can be found.

AUSTRIA: Flt (Unk date) reports that the F-5E is 'under study' and AW (15 Mar '76) supports this with their report that the F-5E is in 'consideration' vs the Viggen. The political situation may make the Viggen attractive, however the Swiss F-5E buy may have given them other thoughts. In addition AI (June '75) says the cost quoted is about 1/3 that of the Viggen.

BRAZIL: Most sources agree that Brazil has acquired 36 F-5Es and six F-5Bs.

CAMBODIA: Flt (unk date) reports: 'Northrop F-5s are expected to be supplied to strengthen the present combat force. No other source supports this, and with the present situation in that part of the world, this seems doubtful.

CANADA: Originally ordered in 1966, Canada and Holland coproduced their own versions of the F-5A and F-5B. The Canadian version is designated CF-5A or CF-5D. The original Canadian requirements were for 89 CF-5A and 26 CF-5D to equip four squadrons. During production the defense force structure changed and the CF-5A groups were reduced to two, 433 sq (a French speaking unit) and 434 OTS at Cold Lake; operating 27 A/C between them. Thus, 44 now surplus A/C were delivered directly into storage!

Venezuela bought 16 CF-5A and two CF-5D, and this allowed the production of 18 more CF-5D for CAF duty. Further economy measures have reduced the total active CF-5A force to a total of twenty A/C. This information is largely from AI (April '75) which has a feature article on the CAF. This is generally supported by most other sources, but there is some variation in the number of A/C ordered, stored or used.

CHILE: Most publications agree that 15 F-5E and 3 F-5F are on order. According to AI (Dec '74) deliveries are scheduled to start in May 1976.

CHINA (TAIWAN): The various publications are far from agreement on the Chinese force structure. Flt (28 Aug '75) lists ten squadrons. No specific numbers of F-5Bs have been published that I have been able to locate.

Further complicating this picture is the fact that an unknown number of F-5As were transferred to So. Viet Nam, and who knows what happened to them?

Flt (28 Aug '75) also reports that there six squadrons of F-5E active or planned, and that F-5Es are now being produced in Taiwan to supply their requirements. AW (17 May '76) goes into this in some detail and says that the first contract was for 100 A/C (about 1/3 are already delivered) with a follow-on for 20 more. It is expected that the total production run will eventually go to 180 A/C.

In addition AI (April '75) reports that the CAF also bailed 30 T-38As from USAF to support their training program. Are these still in their service?

COLOMBIA: AF (Dec '74) reports that Colombia has ordered F-5s but no further details or confirmation can be found so this seems doubtful.

ECUADOR: AI (Dec '74) and AW (2 Sept '74) both report that they are interested in obtaining some F-5Es to supplement their Jaguar order. Again, the lack of additional, or follow-up reports casts doubt that anything ever came of this.

EGYPT: AW (15 March '76) reports a possible future order for 20 to 40 F-5Es. Flt (28 Feb '76) makes the same comment, except that they do not specify any numbers. It should be expected that some F-5Fs should also be included in this force structure. These reports are still relatively new so there has not been too much time for follow-up reports in other sources.

ETHIOPIA: Most earlier sources credit Ethiopia with between 8 to 10 F-5As on strength. The 8 figure might be correct because Flt (17 Jan '76) and AI (March '76) both mention that Iran has sent them replacements, the latter source claiming 2 or 3 F-5As. AF (Dec '75) says that they also have 5 F-5Bs, the only mention I have ever seen for these A/C.

Apparently, they are getting, or have gotten F-5Es also; A&M and Flt (28 Aug '75) say 12, while IA (Feb '76) says 10.

GERMANY (WEST): Here is a unique situation. Flt (28 Aug '75) credits them with 90 T-38As which are stationed in the U.S. and used to train their pilots. I presume that they are painted in U.S. colors, for if they had not, photos showing the German insignia and markings surely would have surfaced by now. Int (Feb '76) says pretty much the same thing, except they claim 45 A/C.

GREECE: Flt (28 Aug '75) gives the following:

337 sq with 15 F-5A/B	348 sq with 14 RF-5A
341 sq with 15 F-5A/B	349 sq with 14 RF-5A
343 sq with 15 F-5A/B	360 sq a training unit with an unspecified number of F-5Bs

For a total of 73+ A/C. AF (Dec '75) credits the HAF with 84 A/C and Int (Feb '76) says 95. AI (Feb '76) reports that 12 F-5As were acquired from Iran; are these 12 included in the above data?

IRAN: Iran is surely the largest F-5 user. Flt (28 Aug '75) credits them with 117 F-5As and RF-5As, and 22 F-5Bs. Other reports vary in detail, but the numbers are quite close.

When the F-5E became available, Iran ordered 141 of the model (8 squadrons) according to most sources. The earlier F-5A models were becoming surplus to their requirements; Flt (28 Aug '75) says that 24 were transferred to Jordan but A&M says only 16 or 18. Flt (23 Nov '72) says that approximately 30 were sent to So. Viet Nam.

In addition they say that Pakistan got 50 F-5As and F-5Bs. Two or three went to Ethiopia to make up their losses, per AI (Mar '76); and per AI (Feb '76) twelve were sold to Greece. Aero (Sept '75) reports that the Yemen Arab Republic (North) received, 'a squadron of F-5As'. This report is not supported by any other source. Apparently, with all these sales and transfers, Iran must have moved out almost all of their F-5A fleet in favor of the F-5Es that are coming in.

JAPAN: According to AI (Dec '72), Japan considered the F-5E and F-5B instead of going into production of their T-2 and TS-T-2. This purchase was supposed to ease their balance of payments, but the deal was stopped by the Prime Minister.

JORDAN: The RJAF stands at between 56 and 60 A/C, depending on what reports you read. Iran supplied between 14 to 24 A/C. AF (Dec '74) reports 36 F-5E on order, while Flt (28 Aug '75) says 30. A&M and AW go with the 36 figure also. The AW article says that the A/C will be paid for by Iran.

AI (Sept '75) has a feature article on the RJAF and goes into these details more deeply.

JUGOSLAVIA: Flt (26 July '73) carried a report that they were negotiating with the USSR for Mig-21 and with the U.S. for the F-5E. Nothing more has ever been heard about this — at least as far as the F-5E is concerned.

KENYA: A&M (date unk) reports an unspecified number of F-5E, while Flt (28 Aug '75) says F-5As. AI (Oct '75) goes into more detail, claiming that between 10 to 15 F-5A/B were received from Iran. AW (21 June '76) reports U.S. approval to sell 10 F-5E and 2 F-5F.

KOREA (SOUTH): Most sources credit the ROKAF with four squadrons (about 70 F-5As) and one RF-5A recon squadron of 10 A/C. Int (Feb '76) credits them with four F-5B for conversion training and AF (Dec '75) says they have 14. Choose whatever you like!

They have F-5E on order too; AW (15 May '75) says 72, while AI (Jan '76) says 60.

LEBANON: AI (Dec '72) reports that they are interested in some new equipment, including F-5Es. However budget problems, as well as the local situation have probably finished all that.

LIBYA: The situation here is really quite confused. AF (Dec '74) lists eight F-5A which were in storage. A&M (date unk) says seven, with two more added later; however they credit eight in reserve. AW and AI (Nov '75) both agree that they were transferred to Turkey. Other sources list these A/C as going to Pakistan. Furthermore, Flt (26 Jul '73) says 'The planes reported as being sent to Pakistan might be the ones referred to by Uganda that were received from a 'friendly country'. Another report says that they may buy some ex-So. Viet Nam F-5A and Bs, but it is not reported from whom.

MALAYSIA: No controversy here, most sources agree that they have just gotten their order for 14 F-5Es and 2 F-5Bs.

MOROCCO: Most sources agree that they have two squadrons (20 F-5As and 4 F-5Bs, total), although AW (19 Jan '76) says 17 F-5As, 3 F-5Bs and 2 RF-5As. In addition they seem to have 22 to 24 F-5E and F-5F on order per AI (April '76) and Flt (6 March '76).

NETHERLANDS: The Netherlands co-produced (with Canada) their own version of the F-5A and B; the NF-5A and NF-5B. Flt (28 Aug '75) reports that they have 75 NF-5A and 30 NF-5B, serving in 314, 315 and 316 sq. Other reports have some variations, but no significant differences.

NORWAY: Different sources credit Norway with varying numbers and squadrons of aircraft. AF (Dec '74) reports 3 Squadrons, with 48 F-5A and one Recce squadron of 16 RF-5A. Int (Feb '76) says 70 F-5As, 16 RF-5As and 14 F-5Bs, so the real number is somewhere in that area.

OMAN: AI reports that the Sultan of Oman's Air Force is to be augmented by Iran. The type is not identified, but it is considered 'likely' to be the Northrop F-5. This report has not shown up anywhere else, so make of it what you will.

PAKISTAN: Flt (28 Aug '75) credits the PAF with 50 F-5A and F-5B which were received from Iran. Other sources generally agree with this, but with variations.

This does not include that early batch of 5 to 7 which were supposed to have come from Libya, as reported in Int (Feb '74). This batch of A/C is possibly the ones transferred to Uganda as reported by Flt (26 July '73).

This entire escapade would make an interesting study; just exactly what A/C were involved; from where did they come; where did they go; how did they get there; where are they now — really.

In addition, and more probably, the PAF is planning to get a large number of F-5Es and F-5Fs which are to be paid for by Iran per reports in AI (June '75) and Flt (3 April '76).

PERU: AW (Nov 8 '76) reports that, tired of waiting for permission to purchase F-5's, Peru has ordered 36 Su-20

PHILIPPINES: Most sources agree that the PAF has had one squadron of F-5A and F-5B in service, the numbers quoted by the various sources vary. AF (Dec '74) says 16 F-5A and F-5B total, while Int (Feb '76) lists 18 F-5A and 3 F-5B.

SAUDI ARABIA: Flt (28 Aug '75) credits the Saudis with 20 F-5B, 70 F-5E and 20 F-5F. Most other sources agree with this. However there might be a follow-on order involved since A&M (unk date) and AF (Dec '74) both mention a total of 126 A/C.

SINGAPORE: Singapore has been mentioned in connection with the F-5E but apparently selected A-4 Skyhawks instead per the report in AI (Dec '75).

SPAIN: Spain is another country which built the F-5A and B under license. AF (Dec '74) credits them with 36 SF-5A and 36 SF-5B in four squadrons. Flt (28 Aug '75) identifies 211 sq as having 18 SF-5A and 2 SF-5B and 212 sq with 18 SRF-5A and 2 SF-5B. The other SF-5B are apparently on training duties.

SWITZERLAND: Most sources agree that the Swiss are getting 66 F-5E and 6 F-5F. AI says that the first 19 will be built at Northrop and the final 53 will be built locally.

THAILAND: The Thai Air Force has one F-5A squadron with 11 F-5A and 8 total, per AF (Dec '74). Int (Feb '74) credit them with 12 F-5As, 4 RF-5As and 2 F-5Bs. The earlier reports apparently do not reflect the late Viet-Nam era buildup. The possibility that the later reports might reflect some of the changes brought about by some of the 'escaped' aircraft from So. Viet Nam. At any rate there was a constant level of approximately ten A/C in the '74 era and a substantial increase in '76.

In addition, most sources indicate an F-5E/F order of between 13 to 30 A/C depending upon your source.

TUNIS: IDR (April '75) reports 12 F-5s ordered while AW (5 June '75) indicates that they are probably 10 F-5E and 2 F-5F.

TURKEY: Turkey is credited with 5, 6, 7, or 9 squadrons of F-5A/B and RF-5A with total numbers ranging from 88 to 176 A/C, depending upon your source. It is not certain if these numbers include the Libyan transfer, but this could not make a significant change to the total force structure.

AI (May '74) indicates that they are studying the possibility of local manufacture of up to 200 aircraft; F-5Es and F-5Fs. This report has not been picked up elsewhere, so probably the plan did not go through. It should be remembered that they recently bought some F-104s from Italy, which may have taken care of their requirements, although this is far short of the 200 figure that was mentioned in the AI article.

UGANDA: The F-5As reportedly acquired from Libya by Pakistan are possibly the squadron of fighter/bombers donated by 'a friendly power' to Uganda, with the crews being trained in Libya, per Flt (26 July '73). Who really knows what is going on here?

U.S.A.: Approximately 900 T-38A are in training duties at various bases. Nine are assigned to the Thunderbirds. Some are assigned to NASA and some to Edwards AFB. At least one squadron is at Nellis AFB as Aggressors.

The Navy has five at their Test Pilot's School, and at least two squadrons of Navy Aggressors are operating, one at NAS Miramar and one at NAS Oceana. In addition NAS China Lake is converting some, both as drones and as Remotely Piloted Test Vehicles (RPV). Any specifics on any of the above would be welcome.

AI (April '76) carries a report of an AT-38A conversion. It is called a Lead-In-Fighter trainer and carries a locally made centerline bomb rack and pylon. This was done by the 465 T.F. Sq at Holloman AFB. More information on this would be welcome.

An unknown number of F-5As, F-5Bs and F-5Es are also being used by USAF as trainers to work-up foreign students in the types.

AI (Nov '75) reports that USAF has assigned a group of F-5Es to England (Alconbury) to work as Aggressors with NATO. Perhaps some of our readers will spot them in Europe.

VENEZUELA: Flt (28 Aug '75) reports that Venezuela has bought 16 CF-5A and 4 CF-5D from Canada and other sources agree. Some other reports say that USSR has offered to sell captured So. Viet Nam A/C to them; Flt (14 Aug '75), but no other comments on this unusual deal have come to light. The same issue also says that they have ordered F-5Es. Again no one else has mentioned this.

SOUTH VIET NAM: The current situation in So. Viet Nam is totally confused; as it was during the war, particularly at the end. However, Flt (28 Aug '75) reports that 27 F-5E and 60 F-5A/B and RF-5A escaped just before the final collapse. A detailed study of the So. Viet Nam AF would be a project of its own, assuming that the information is available!

YEMEN ARAB REPUBLIC (NORTH): AM (Sept '75) reports that a squadron of F-5 will replace their Mig-17. There is no mention of where these aircraft will come from. No other source has said anything more about this so the story seems doubtful.

ZAIRE: AI (Oct '73) says that the U.S. State Department has given their OK that Zaire be briefed on the F-5E. Nothing more has been seen to back this up.

So there you have it, this is all the information I have, to date on this very interesting aircraft. I'm sure that some of these reports will surprise some and entertain others. Any information our readers might have would be welcome.

Gus Morfés (SAFCH #3)

abstracts-abstracts-abstracts-abstracts-abstracts-abstracts-abstracts-abstracts-abstracts-abstracts

CANADA: "434 Squadron - Its History", Air Classics Quarterly Vol. 3, No. 1, Page 60. Squadron flew Halifaxes, Lancasters, Sabres, CF-104's and CF-5's. About 30 photographs, three in color (Sabre, CF-104, CF-5).

CHINA: Kay, "The Chinese-American Composite Wing", Air Force Vol. 59, No. 2, Page 60. Six pages, seven photographs (P-40, B-25).

COLOMBIA: Clyman, "Mirages Over the Andes"; Air Classics Quarterly Vol. 3, No. 1, Page 33. A 20 page history of Fuerza Aerea Colombiana. Pictures of most types used, about 50 in all. Color photographs of J-52, C-47, T-33 and T-6. List of all types used, dates and numbers.

CZECHOSLOVAKIA: Westburg, "The Fighting Czech: The Story of the Avia B-534", Air Classics Vol. 12, No. 6, Page 18. Eleven pages, seven photographs, four pages of good 1/32 scale five-view drawings.

EIRE: "Irish Air Corp", Aircraft Illustrated Vol. 9, No. 3, Page 127. Gives types and serial numbers of all current Irish Air Corp Aircraft. One photograph, Cessna FR172H.

GREECE: Corkill, "Hellenic Corsairs", Air Combat Vol. 4, No. 2, Page 56. A short description of Greek A7H's, four photographs, one in color.

HUNGARY: Gaal, "Fighting Parasols", Air Combat Vol. 4, No. 4, Page 70. A four page description of Heinkel He 46's in Hungarian service in WWII. Five photographs.

ITALY: Binda, "Starfighters at Ghendi", Air Britain Digest Vol. 28, No. 2, Page 31. A one page history of Ghendi AB. Photographs of F-84F, RF-84F, F-104G, T-33A.

JAPAN: Frazer, "The U.S. - Japanese Alliance and Stability in Asia", Air Force Vol. 59, No. 1, Page 34.

JAPAN: Heape, "JASDF Miscellany", Air Britain Digest Vol. 27, No. 5, Page 120. Two pages of recent photographs of JASDF aircraft.

MISCELLANEOUS: O'Leary, "Foreign Mustangs", Air Combat Vol. 4, No. 2, Page 36. Photographs of RCAF P-51D, RAF P-51-2-NA, ROK F-51D, Uruguayan P-51D, French P-51D and Philippine P-51D. Good description of colors and markings, photographs in black and white.

MISCELLANEOUS: O'Leary, "Foreign Sabres", Air Combat Vol. 4, No. 3, Page 40. Photographs of German F-86H, Chinese F-86F, Australian Commonwealth Sabre Mk 32, French F-86D, Turkish Canadair Sabre Mk 2, Norwegian F-86K, USN F-86H. All black and white except the last.

MISCELLANEOUS: Tillman, "Bearcat", Wings Vol. 6, No. 1, Page 33. Discusses development of the Grumman F8F including use by France, RVN and Thailand.

NETHERLANDS: Casius, "The Curtiss P-6 in the Netherlands East Indies", Air Combat Vol. 4, No. 2, Page 66. A three page summary. Six photographs.

NETHERLANDS: Casius, "Escape from the Nazis", Air Classics Vol. 12, No. 5, Page 16. An account of two different air escapes from occupied Netherlands, one in a Fokker G-1A, the other in a Fokker T-8W. Ten pages, 15 photographs.

NETHERLANDS: Casius, "Glen Martin's Biplanes in Dutch Service", Air Combat, Vol. 4, No. 3, Page 18. Eight pages, 16 photographs.

NETHERLANDS: Coles, "Koolhoven FK52", Air Classics Vol. 12, No. 6, Page 44. Five pages, eight photographs, three-view 1/50 scale drawings.

NORWAY: Beauchamp, "The Hawks of Norway", Air Classics Vol. 12, No. 1, Page 18. Discusses history of Norwegian aviation in WWII, particularly training in Canada. Photographs of Curtis Hawk H-75, Fairchild PT-19/PT-26, Northrop N3P-B, Douglas 8A-5 and Stinson Reliant.

PAKISTAN: Rikhye, "Pakistan Rearmed", Armed Forces Journal, Vol. 113, No. 5, Page 12. A two page review of the present status of Pakistan's armed forces with projections for the next two years.

RHODESIA: "An Outline History of the Rhodesian Air Force", Aerospace Historian, Vol. 11, No. 1, Page 36. A seven page summary with emphasis on WWII. Eighteen photographs.

SAUDI ARABIA: McGuire, "Aircraft of the Royal Saudi Air Force", Scale Aircraft Modeler, Vol. 4, No. 2, Page 43. Discusses the Northrop F-5 and North American F-86 in Saudi service. Twelve pages, 23 photographs of models, four in color.

SOUTH AFRICA: Vosloo, "South African Air Force Today", Air Britain Digest, Vol. 28, No. 2, page 34. A five page summary of the current SAAF. Photographs of most types, 29 in all.

SWEDEN: "The Swedish Air Force - An Official History", Aerospace Historian, Vol. 22, No. 4, Page 218. Fourteen pages with 20 photographs. Like many of the "official histories" carried by AH, this article is rich in propaganda.

VIETNAM: Byers, "1st Air Commando T-28's 1963-64", IPMS-USA Vol. 2, No. 1, Page 4. Two pages of T-28 side and top views showing Vietnamese markings.

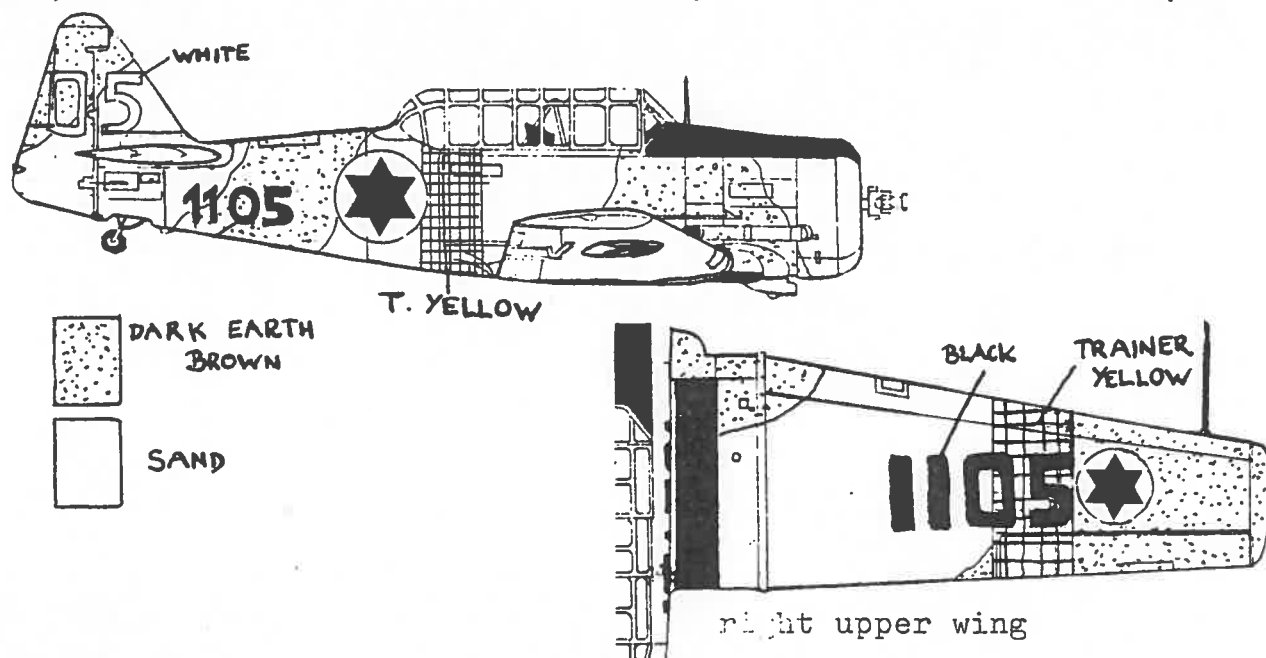
YUGOSLAVIA: Moore, "Ikarus IK-2 Plans", IPMS-USA, Vol. 2, No. 1, Page 2. Three-view 1/72 drawings and camouflage patterns for Ikarus IK-2 fighter.

Tony Wilbanks (SAFCH #140)

MIDDLE EAST TRAINERS

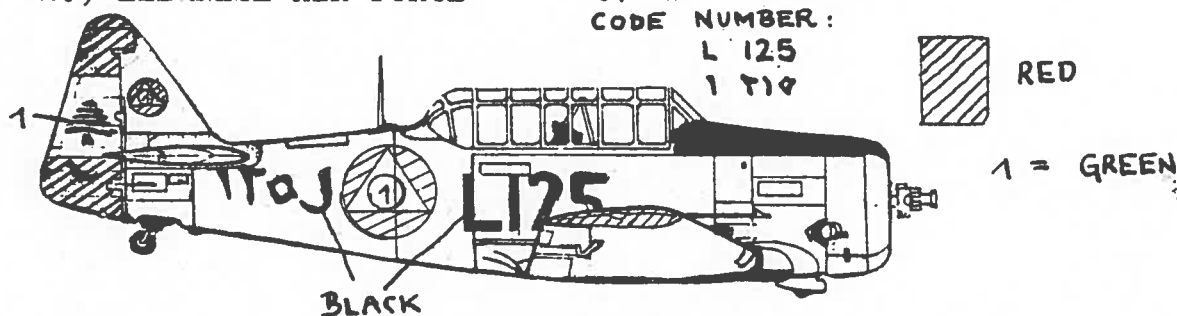
© Peter Stenzel # 186
10/76

1.) ISRAEL AIR FORCE NA. Harvard T-6



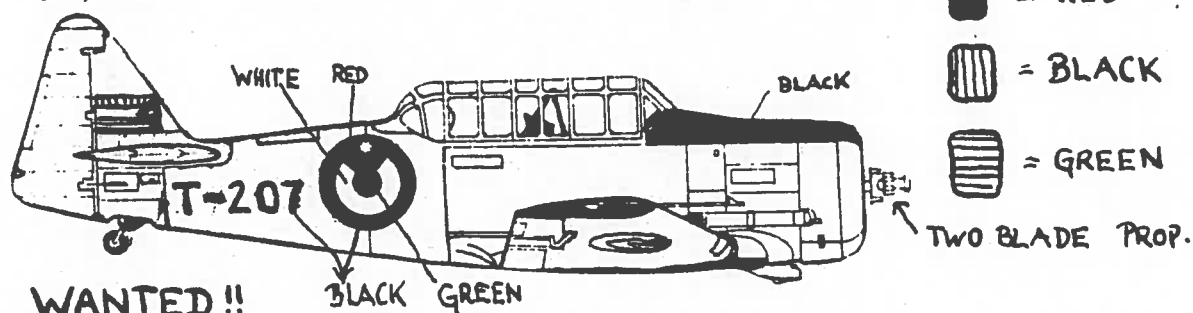
2.) LEBANESE AIR FORCE

OVERALL : SILVER
CODE NUMBER :
L 125
1 119



3.) ROYAL JORDANIAN AIR FORCE

OVERALL : SILVER



WANTED !!

CONTACT TO ALL PEOPLE WHO ARE INTERESTED IN MIDDLE EAST
AIR FORCES! P. J. STENZEL SCHLOSSBERGSTR. 26
D-85 NUERNBERG W-GERMANY

THE SPAD 61C1

In 1924, E. Herbemont of Bleriot Aeronautique designed a pair of new fighting biplanes, the Spad 81C1 for the French Air Force and its export version, the Spad 61C1. It was with this latter aircraft that Cpt. Pelletier Doisy won the 1924 Michelin Races.

At that time the standard fighter in the Polish Air Force was the earlier Spad 51C1, so it was natural that the chief of the PAF, Gen Zagorski, would look with favor on a more advanced aircraft from the same firm. In fact, Gen. Zagorski ordered about 150 Spad 61C1 from France and also obtained a license to build 100 more Spads by the private Franco-Polish enterprise "Francopol" situated near Warsaw.

The first French Spad 61C1 arrived in Poland in 1926 to equip the 11th Fighter Regiment at Lida and the 115th and 116th Fighter Squadrons of the 4th Air Regiment at Torun. All Spad 61s were test flown in France by Polish pilots and it was in May 1926 that Cpt. Bolesław Stachon captured a world record by climbing to an altitude of 6000 m in 14 minutes and 30 sec. Three months later, he broke his own record, this time in Warsaw, by climbing to the same altitude in 11 minutes and 20 sec.

While the Spad 61 displayed outstanding performance, the aircraft had many serious faults, the worst of which was a tendency to lose the upper wing at the slightest provocation. The first accident on a Spad 61 occurred on the day of its introduction into the 4th Air Regiment. One of the best pilots of the 4th AR, Lt. Guttmejer, was making a test flight on 17 March 1926 when the upper wing failed. The aircraft crashed and the pilot was killed (In the PAF, the parachute was not introduced as standard equipment until 1928). During the time the Spad was in first-line service, 31 Polish pilots were killed in accidents.

Production of the Spad 61 in Poland began on 30 December 1925, but by April of 1926 Francopol had finished only two fuselages. General Zagorski's replacement, Col. Rayski, broke the agreement with Francopol and shifted Spad production to the newly-formed Państwowe Zakłady Lotnicze (National Aviation Establishment). PZL produced about 100 Spad 61s by the end of 1929 while a total of 250 were delivered from France between 1926 and 1928.

The Spad 61 served as the standard equipment for the fighter squadrons in the 11th Fighter Regiment and the 2nd, 3rd, and 4th Air Regiments. (The fighter dyon in the 2nd AR was formed from the 11th Fighter Regiment.) These Spads were also used in the Schools at Deblin and Grudziadz. In the

early thirties, the Spad 61 came to the 1st Air Regiment as standard equipment for the 111th and 112th Fighter Squadrons. Many Spads were kept in storage at Poznan, Torun, Bydgoszcz, and Deblin.

After the series of accidents on the Spad 61, tests were made at PZL on a French-built machine (no. 1.31) which had 50 flight hours and one built by PZL. The conclusion was that "this is a very dangerous aircraft with very little safety coefficients". All Spads were ordered out of first-line service and transferred to the schools. Production was allowed to continue at PZL but all French-built Spads were scrapped.

In spite of its troubles, the PAF Spad 61 achieved several successes in International Competition. For example, Lt. Cichocki took second place at the 1927 International Military Aircraft Show in Zurich.

SPECIFICATION

Spad 61C1 was a single seat fighter of wooden construction.

Designed: Societe pour Aviation at ses Derives Bleriot Aeronautique

Powerplant: Lorraine Dietrich 12 EW 450 HP

Dimensions: Span 9.67 m, length 6.98 m, height 2.90m, area 29.30 m²

Weights: Empty 1055 kg, loaded 1565 kg

Performances: max speed 227 km/h best cruising speed 132 km/h minimal speed 97 km/h, ceiling 7500 m

Armament: two Vickers machine guns firing forward cooled with water, photocamera F-26, photo gun

Tomasz Kowalski (SAFCH #121)

SPAD 61 COLOURS

- The Spad 61C1 built in France, in French colours (khaki green - similar to Humbrol 29).
- French-built Spad 61C1, factory number 19. PAF 1926.
- A PZL-assembled Spad 61C1 in Polish colours. Aircraft from 115 (141) Fighter Squadron of 4th Air Regiment at Torun.

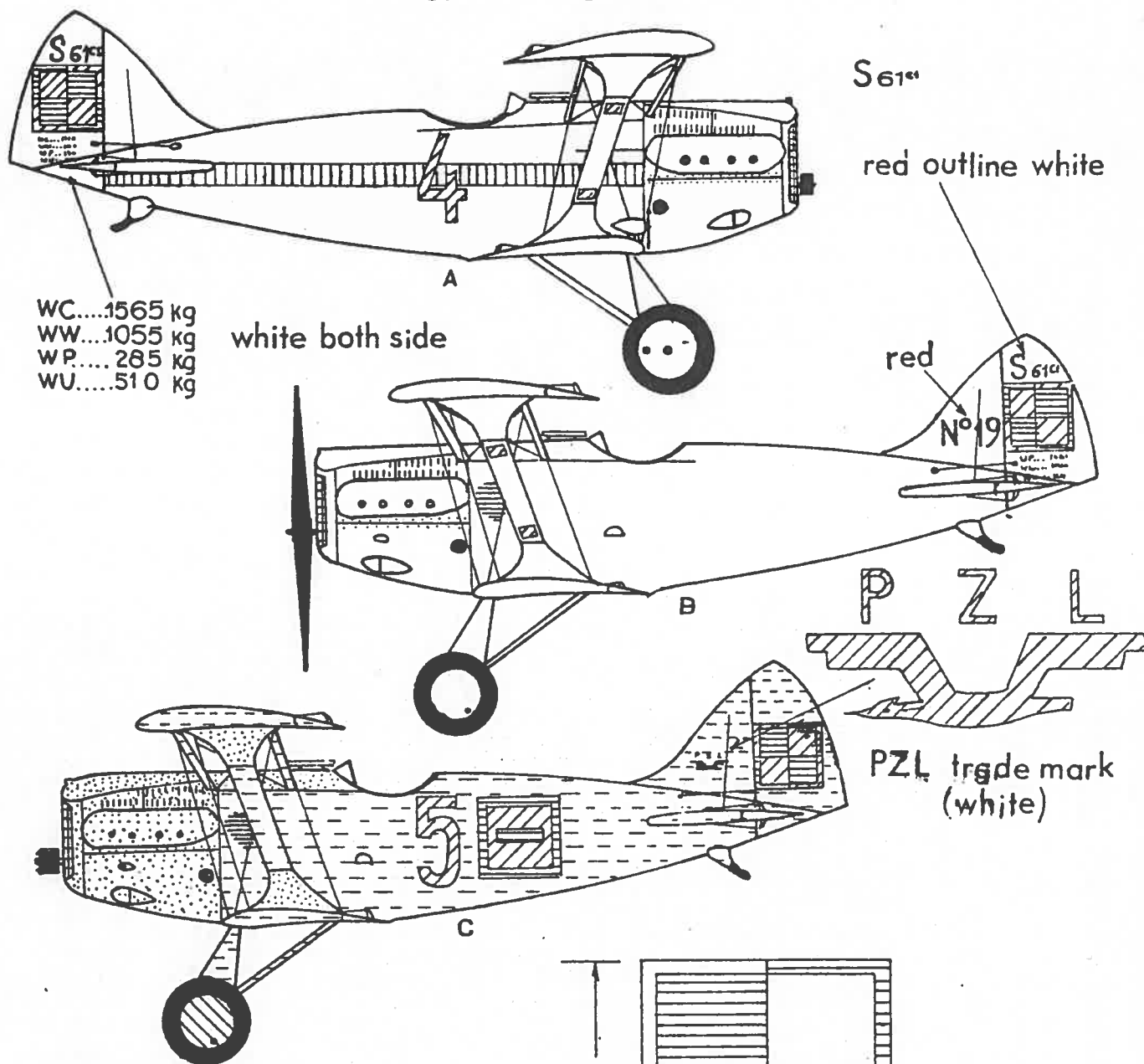
Colour Key

A. White	D. Red	G. Yellow
B. Silver	E. Light blue	H. French khaki
C. Black	F. Brass	K. Olive green

PZL P-37 Łos, PZL P-23 Karas, RWD 8, Potez XXV, Breguet XIX, Schrech FBA-17, and Ansaldo Balilla. MIKRO PRODUCTS: Injection molded kits of these unusual aircraft sounds too good to be true. Well, it's true but don't get your hopes up. Manufactured in Poland under the name MIKRO, these kits are enough to make a grown SAFCHer cry. Molded with solid wings and fuselages, they scale out at about 1/144. But, the real problem is the crude detailing; ribs that stick out a mile (1.6kmm), struts that look like telegraph poles, and propellers that would look good on the TITANIC. I suspect that with a whale of a lot of work a decent model can be made from these; it's just that I haven't been able to accomplish this feat, and I'm not sure that it would be worth the effort. It is a real shame because with a different attitude on the part of the manufacturer a good model could have been produced even in this scale. They seem to have done their research, and the models appear accurate in shape and dimension. What really bugs me is that with a little more work and expenses these kits could have been produced in 1/72 scale. Then, no matter how bad they were, there would be a lot of nuts like myself beating their door down for these kits. Oh well, I didn't believe that 1/32 scale would last.

MATY MODELARZ: Paper modeling has never caught on in the USA and after trying one I can tell you why; they are devilishly difficult. However, they seem to be fairly popular in Europe, and Poland even has a series that comes out monthly. MATY MODELARZ covers all modeling subjects; aircraft, tanks, ships, and castles. (Come to think of it, I've never seen a castle at any local IPMS meetings.) The aircraft are in 1/50 scale and I've seen sheets of the following: PZL P-24G, PZL P-37 Łos, PZL P-38 Wilk, Yak-9, and MiG-21. Most of us would give our eye teeth for a plastic model of the first three. Even if you don't build paper models, these sheets are of some use. All sets contain a color 3-view scale drawing on the back cover and the model itself contains useful marking and interior details. I suppose the avid scratch builder might be able to work directly from these sheets. It seems impossible to get back issues, but your Polish friend should be able to send you the next release. If nothing else, they will make you glad that you are a plastic modeler.

THE SPAD 61 COLOURS



WC....1565 kg
WW....1055 kg
WP....285 kg
WU....510 kg

white both side

S61

red outline white

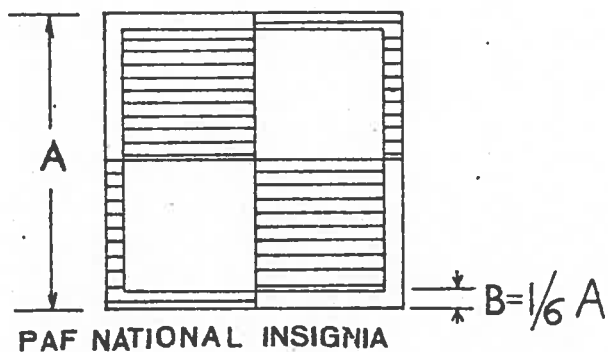
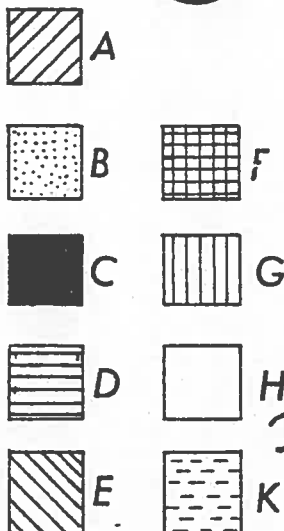
red

S61

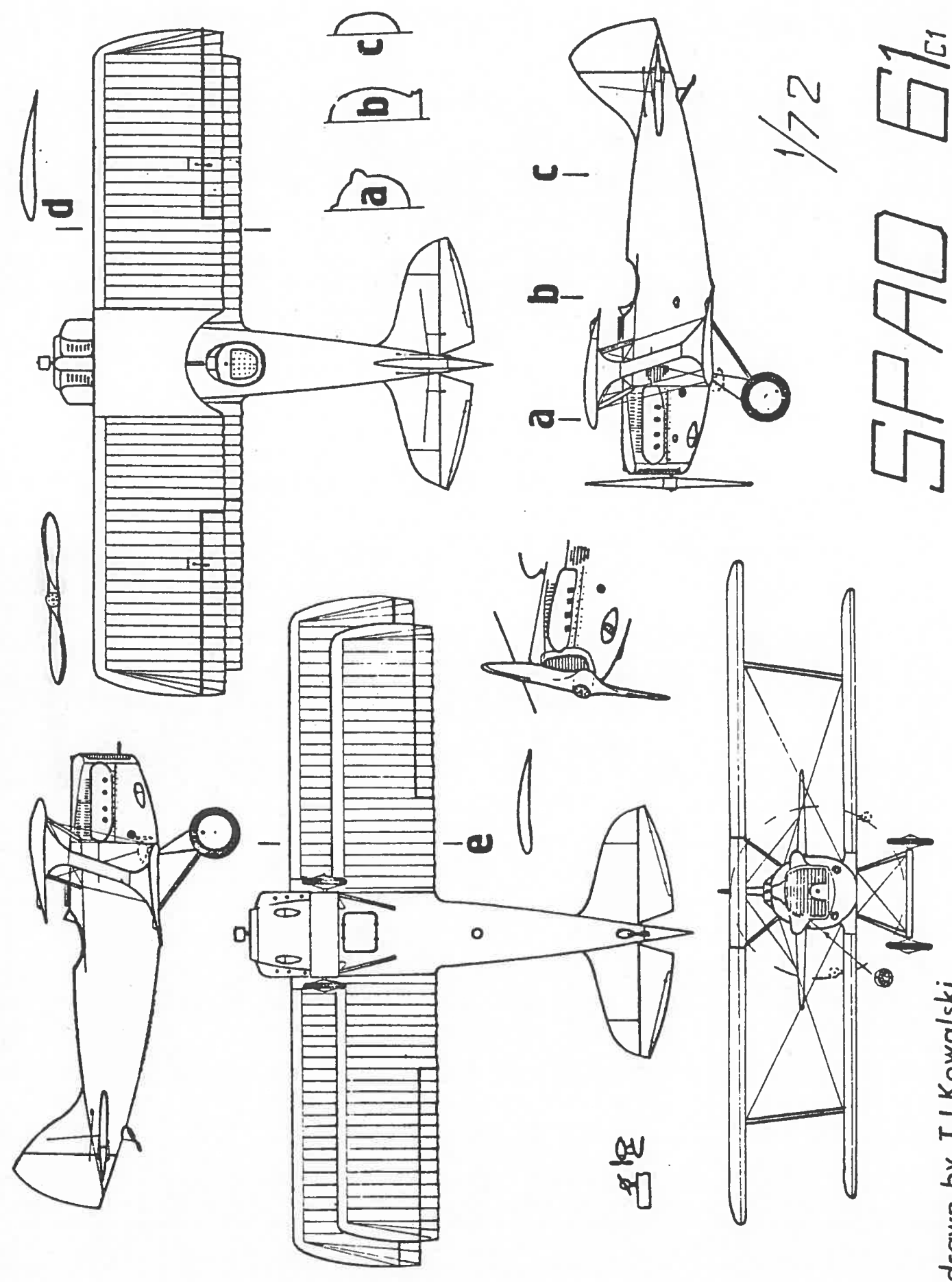
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P Z L

PZL trade mark
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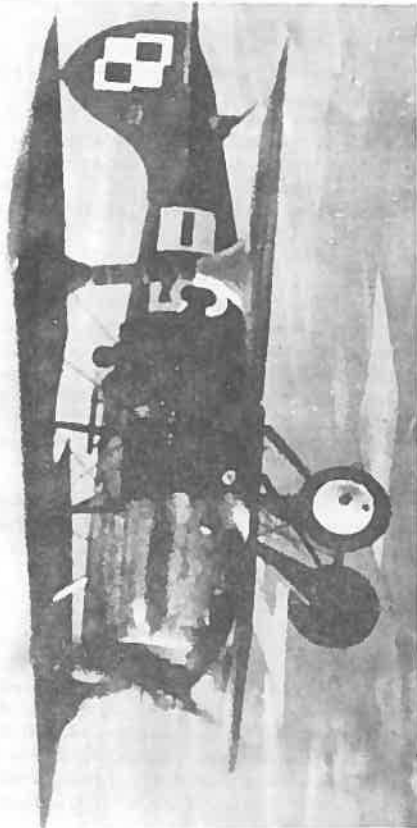
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RUDDER	0.60
UPPER WING	1.20
LOWER WING	1.20



drawn by T.J.Kowalski



115th Fighter Sq., 4th Air Regiment (Kowalski)



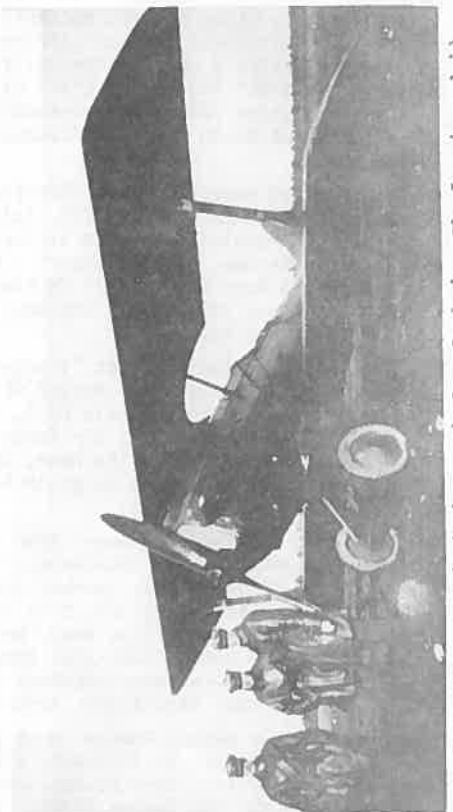
115th Fighter Sq., 4th Air Regiment (Dabrowski)



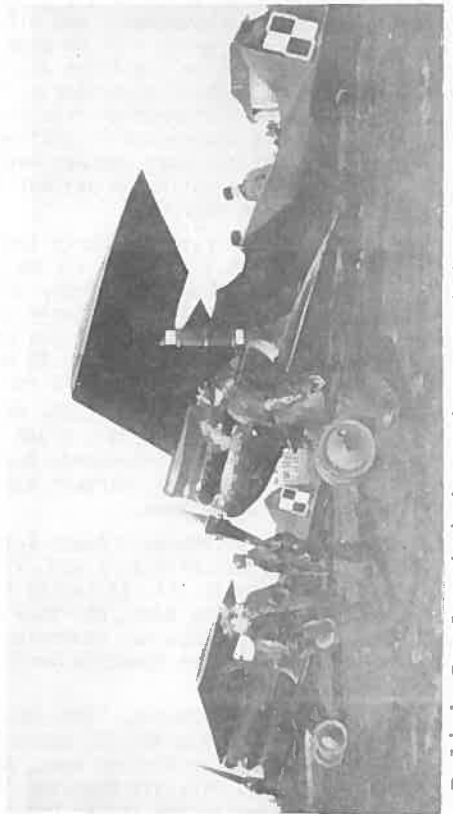
121st Fighter Sq., 2nd Air Regiment (Dabrowski)



(Kowalski)



Polish Spads visiting Finland (via Chołoniewski)



Polish Spads visiting Finland (via Chołoniewski)

December 1976 (20 pages) Photos: DC-8 PH-MAS, F-27 CR-AIC, Boeing 737 CR-BAB, DC-3 CR-AGD, 1'Armees de l'Air Malgache Defender '382/SA', EP-9 ZS-CHZ, Apache VP-YPP. Rwanda Navajo 9XR-MD, SAA Boeing 747SP. Articles: African Aviation in and around the UK, Military Aviation, Accident Report, Airport Movements, Registration Review (ZS-, A2-, C9/CR-A).

Vol 2 - nr. 3 1976 (24 pages). "Bygging av 1/32-skala, toseters Starfighter" (4 photos, 3 profiles). "Heinkel He-115 i Norge" (9 photos, 4 profiles, werke Nr. and Norwegian codes) Photo PBV-5B K-AE. In addition to drawings, the photos also are given English captions. All the above articles (plus the one on German a/c in Norway) now include lengthy English summaries. These innovations greatly increase the value of this outstanding magazine to the non-Norwegian SAFCher.

Small Air Forces Observer March 1977

The Northrop F-5A in service R.O.K.A.F. (Korea)

THE R.O.K. NATIONAL INSIGNIA HAS A DARK BLUE OUTLINE. THE UPPER (FWD) SEGMENT IS RED AND THE LOWER (AFT) SEGMENT IS MEDIUM BLUE. THE BAND BETWEEN THEM IS WHITE.

THE FIN MARKINGS ARE WHITE *37875

THE STANDARD RESCUE MARKINGS ARE ORANGE/YELLOW & BLACK - SOME AIRCRAFT HAVE THE RESCUE ARROW PAINTED IN BLACK ONLY (AS SHOWN)

TAIL CONES ARE HEAT DISCOLORED BARE METAL

FIN TIP IS LT GREY *26640

NO INSIGNIA ON UNDERSIDE

ALL COLORS PER F.S. 595

TAN *30219

GREEN *34079

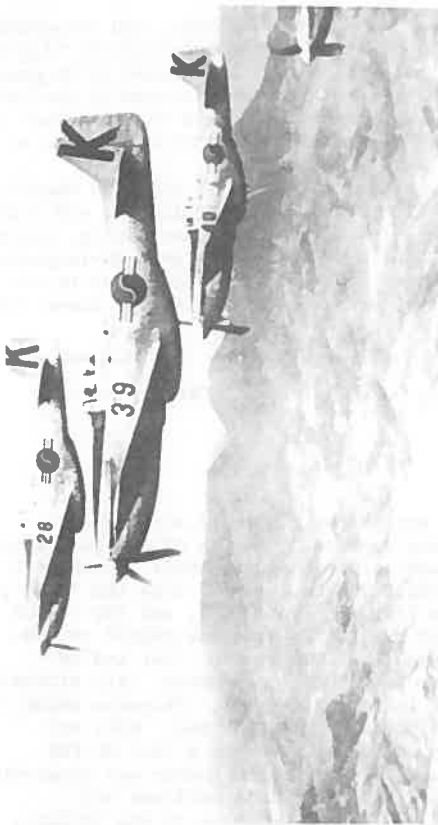
WITH THANKS TO MAJ E.R. LANSDALE
U.S.A.F. FOR HIS VERY KIND ASSISTANCE

UNDERSIDES; DIRTY WHITE *36622

Que Morfis 9-Sept-76 SAFCH 3

REPUBLIC OF KOREA AIR FORCE

Photos by Merle Olmsted



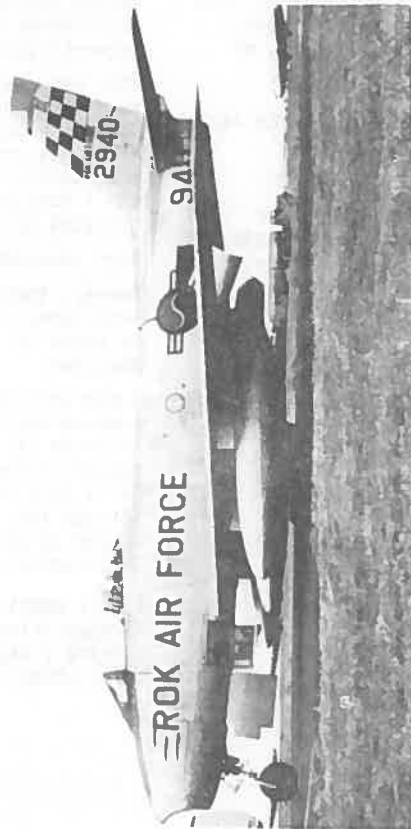
F-51D (AF Photo 84938AC)



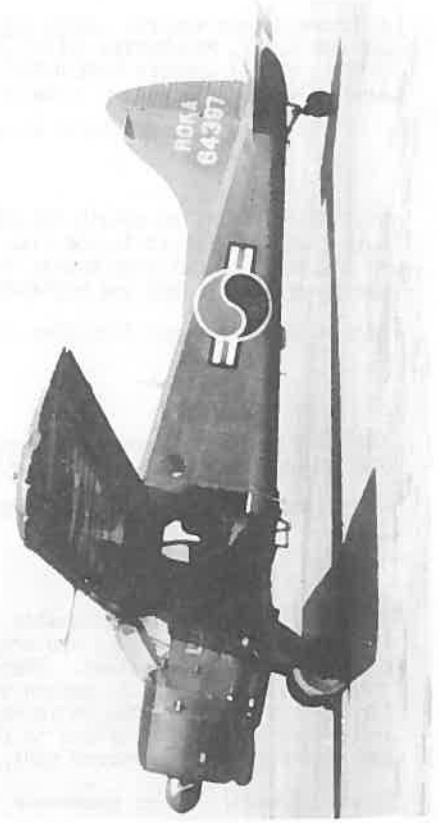
F-86F, Clark Field, P.I., 12 Dec. '57



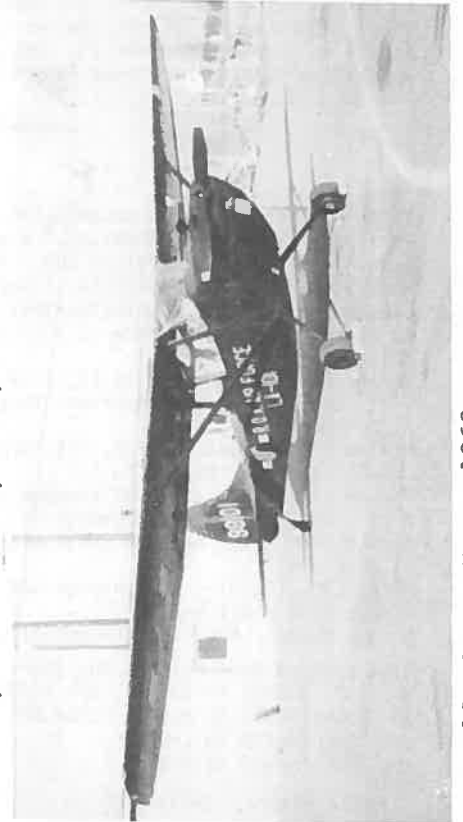
C-46D-10-CU, Clark Field, P.I., 12 Dec '57



F-86F, Clark Field, P.I., 12 Dec '57



L-20, 4-8-59



L-19, Osan, Korea 1969

The Northrop RF-5A in service R.O.K.A.F. (Korea) 'Black Eagles' Aerobatic Group-1975

THIS ILLUSTRATION SHOWS
THE 'BLACK EAGLES'
APPEARANCE AT
SEOUL-ARMED
FORCES DAY
1975.

WITH THANKS TO MR. ED REILLY
FOR HIS VERY KIND ASSISTANCE.

ENTIRE AIRPLANE IS PAINTED
GLOSS WHITE.

THE FIN TIP IS SEMI-GLOSS
GREY #26440 (PER F.S.595).

NOTE: ALL USUAL SERVICING &
RESCUE MARKINGS ARE
OVERPAINTED.

NOTE-WHITE NUMBERS ON
FIN: SIZE & STYLE UNCERTAIN

THE TAIL CONES ARE
HEAT DISCOLORED METAL.

ADDITIONAL INFORMATION ON THE
SPECIFICS OF COLOR SHADES &
TAIL NUMBERS IS WELCOME.

GLOSS LIGHT GREEN / GREY

DAYGLO RED / ORANGE

GLOSS BLACK

QuaMorfis 3-Feb-'76

CANADA'S WINGS VOL 2, CONSOLIDATED LIBERATOR & BOEING
FORTRESS, by Carl Vincent; Canada's Wings, PO Box 393
Stittsville, Ontario KOA 2G0 Canada; 246 pages, 22 x 29
cm, hard cover, \$17.95.

My first reaction to this book was horror at the high cost and dismay that the publisher chose to use a hard cover thereby adding \$5 or \$6 to the price. However, as I read the book, this reaction was replaced by one of admiration for the excellent job done by the author and his assistants.

The first thing that catches the readers attention is the quantity (409) and consistently high quality of the photos. Quite admirable is the author's willingness to use multiple photos of an event or aircraft where others would be satisfied with a single view. For example, four large photos are used to examine "Liberator 3728 J down on Sable Island" (sending any modeler desiring a diorama scurrying to his work bench). Equally impressive are the drawings of G.G. Hopp which include 26 profiles and a 24 x 18 inch 1/72-scale drawing (top, bottom, and side views of the Canadian variants) which fits into a pocket inside the back cover. This is something that has not been seen for years and could be used more often in aviation books. These drawings are based on measurements made by Mr. Hopp on the Liberator in the Canadian Aeronautical Collection and are probably the most accurate Liberator drawings ever published; they are definitely the most attractive Liberator drawings I've seen. The text is well up to the standard set by the visual aspects of the book. Every facet of Liberator and Fortress operations with the RCAF are covered in satisfying completeness. Major chapters describe the anti-submarine activities of 10 and 11 Bomber Reconnaissance Squadrons, 5 Operational Training Unit, 168 Heavy Transport Squadron, and 426 Transport Squadron. In every case, the text is sufficiently detailed and includes personal accounts to give a real feeling for these operations.

The Appendices cover: Insignia & Marking; Units, Bases, & C/O's; Individual Aircraft Histories; Known Code Letters; and Data. Of great historical interest is the chapter written by Elizabeth Vincent on "The RCAF's Fight for the Liberator". In 1943, with the German Wolf Packs roaming the 'Mid-Atlantic Gap' free from aerial-borne interference, the Canadians were having difficulties getting the long-range aircraft necessary

AVIATION NEWS WARPAINT SERIES NO. 1, REPUBLIC F-84F THUNDER-
STREAM AND RF-84 THUNDERFLASH IN EUROPEAN AIR FORCES, by
PAUL A. JACKSON. 24 pages 29.6 x 21 cm, 95 pence. Alan W.
Hall Publications 1976.

This is the first of a series that has the potential of becoming the most important commercial publication available to SAFCH members. This first issue covers the swept-winged 84s in Belgium, Denmark, France, Germany, Greece, Italy, Netherlands, Norway, and Turkey. Included are excellent AVIATION NEWS scale drawings of the F-84F and RF-84F, each two pages large and 19 profiles, also in 1/72 scale (Belgium 082, 28, 052; Denmark KA-E, KA-K; France 4-UY, 1-NT; Germany EA-118, DC-130, EA-236, DE-128; Greece 047, 744; Italy 6-10.3-24; Netherlands P-130, P-171; Norway F-A2; Turkey 827.) plus one page of five plan views. Photographic coverage is adequate and consists of 10 large and 15 small photos. The absence of color is not a drawback considering the excellent quality of the drawings.

There are a few things to quibble about: while the F-84F scale drawing neatly occupies the "centerfold" position, the RF-84F is printed back-to-back to this so that the center page has to be removed to see the whole RF-84F at once. This would not be too bad if it didn't interrupt the continuity of the page numbering. The profile captions are repetitious and non-informative. For example, we are informed 3

to patrol these areas. The author graciously refers to this as a "difficulty inherent in a 'middle power' " relying on its allies for aircraft supply during wartime". But a quote credited to a member of the Munitions Assignment Committee gives a better indication of what the RCAF was up against: "We don't assign U.S. production to the United States Army; we take what we need and place the rest on the assignment table." This seems to have been the typical attitude of 'middle management'; the book shows that at both the top level and at the working level, American cooperation was excellent. The author accomplishes the seldom achieved feat of portraying training and transport operations with a drama equal to that usually associated with missions more directly aimed at the enemy. For example, the 30 pages devoted to "mail delivery" in the B-17's are as exciting as most descriptions of combat sorties. Of special interest to this reviewer was the 5 photos and description of the flight, in October 1945, of two RCAF B-17's from Canada to Warsaw to deliver desperately-needed penicillin. One a/c crashed and 5 Canadians lost their lives in this humanitarian effort.

CANADA'S WINGS #2 is a must for everyone interested in either Canadian aviation, air antisubmarine operations or the Liberator. In addition, at the special SAFCH price of \$ 15.50 it is a good buy, highly recommended to all SAFCH members as an outstanding example of great aviation writing.

In conclusion, this book is the best book in the English language written about an individual aircraft type in service with a single country. It will set the standard for this type of book for many years to come. (Thanks to Carl Vincent (SAFCH #18) for supplying the review copy and for allowing the reduced price for SAFCH members.) SAFCH members will be especially interested in the other titles planned for the Canada's Wings series:

1. Blackburn Shark, \$6.95
2. Consolidated Liberator and Boeing Fortress, \$17.95
3. Curtiss Hawks (in preparation)
4. Bristol Blenheim and Bolingbroke (in preparation)
5. North American Mustang (in preparation)
6. Supermarine Stranraer (in preparation)
7. Consolidated Catalina and Canso (in preparation)

times on the same page that "Camouflage finish: upper surfaces dark green and dark grey, under surfaces blue-grey. Various orange and red lines and band edges, National markings: red, yellow and black."

These are minor irritations. However, there is a major flaw in this premier issue. The text is dull enough to put a monk asleep and spends little of its precious space actually discussing the (R)F-84F. For example, five paragraphs are used to cover Greece, but only one of these is used to discuss the (R)F-84F. Instead we read about F-84C, F-8, F-102A, RF-5A, F-11E, and A-7H. Sure, all important, but the post-war history of the Greek Air Force is too much to put into such little space, especially at the expense of our principle subject. Also disappointing is the shortness of the tables listing serials and codes of representative a/c. These range from 2 a/c for Norway to 26 for West Germany.

In all fairness to the author, there is a fascinating description of French (R)F-84F operations during the Suez War.

In summary, AVIATION NEWS WARPAINT SERIES, while off to an indifferent start, shows enough promise to deserve the enthusiastic support of all SAFCH members. Perhaps with our support and encouragement they will narrow the geographic coverage of future issues to allow sufficient coverage of each country.

Since I mailed the a/c data to you a few months ago, there has been some changes to it. The figures are as of Aug. 15.

ESK 726	17 F-104G, 5 TF-104G
ESK 725	17 F-35, 5 TF-35
TIRSTRUP SNF	No aircraft
HFT	Plus 2 T-17
ESK 727	15 F-100D, 5 F-100F
ESK 730	12 F-100D, 8 F-100F
SKRYDSTRUP SNF	No aircraft (will receive T-17)
FLSK	12 Chipmunk, 10 T-17

STARFIGHTER

R-701	WO 08.04.76 ALBORG AFB
RT-682	To ESK 726 16.06.76
RT-654	To ESK 723 19.01.76
RT-662	To ESK 726 02.04.76

SAAB F-35

A-015	WO 27.07.71
AR-119	ESK 725 20.11.75 to 16.07.76
AT-151	ESK 725 05.02.76 to 19.01.76
AT-157	Delivered 11.06.76 to ESK 725 18.06.76
AT-158	Delivered 01.07.76 to ESK 725 02.07.76
AR-120	Unit: ESK 729 Remarks: ESK 725 01.04.75 to 18.08.76

Bjarne Sorresig SAFCH #145

I have some comments to the last issue:

- p. 103: Lennart Andersson tells about 2 Thulin FA used by Holland.
- I know the story, but despite research by several people and Historic Branches of AF and Navy these planes have never been "found": no records, no photos. Yet there remains that 10 Thulin FA were built and 8 of these served with the Swedish Army Av. Service. Where are the other 2????? Apart of this: I dealt with the Army Aviation in my article, and only the Navy ordered Thulins, and got 25 all right.
- p. 127: In addition to your remarks on photos of early Dutch LVA aircraft I have to mention, that Hugo Hoofman's books must be considered unreliable in many respects. Hoofman is used to writing down all he learns about, but barely checks it, so in his books often contradictions appear, or 3 or more different versions of the same story. Further I must add, that even reliable Dutch aviation writers on and on repeat old mistakes:
- Rumpler C-V: this type was a one-off, so never served in Holland. German aircraft types in Dutch service in WW-1 are sometimes just called "Rumpler" in photo captions. The DFW C-V is still called Aviatik, despite everyone should know the connection.
- One still may find statements on the so-called "Finnish" Fokker G-1's, though it is very clear for years that Finland never ordered the type and that they were for Spain.

F. Gerdessen (SAFCH #12)

The roundels of the Abu Dhabi A.F. are bright red, white and gold (not orange). The fin flash is vermillion and white.

Wasp AH-12A Netherlands Navy:

Top: extra dark sea grey "FS-16099" HB-7 Humbrol colour
U/S: sky (light green) "FS-14424" HB-5 numbers
Serials: 235-240, 242-246 (all navy colours gloss)
In 1969, the "241" crashed into the North Sea.

Kees Van Megen SAFCH #113

TP 73 mod. B3
HKP 4 now HKP 4(A),B,C
HKP 5 now HKP 6A,B
J 19 SAAB proj.
J 20 Re 2000
J23 SAAB proj.
J24 SAAB proj.
J 27 SAAB proj.
J 32D,E target-towing
conv.
P 7A AFF G 1 proj.
P 7(B) SAAB 17
P 8 SAAB 18
P 8A AFF proj.
p 9A SAAB proj. later J 19

TP 51 was TP 51A,B
S 13 Fokker G.I not del.
TP 84 now TP 84A (C-130E) and
TP 84B (C-130H)
TP 85 SE-210 Caravelle
O 10 Tekninka dyran proj.
G 101 (glider) SG-38
SE 102 (sailplane) Weihe
SE 103 Kranich
SE 104 (Grunau Baby)
P 9B AFF GP 9 proj.
fpl 801 MFI-9B evaluated
in the training role.

Lennart Andersson (SAFCH #68)

Several corrections to the Polish articles in issue #4 are:
 Page 75, first column, line 20, "7th Sq" not 5th.
 Page 83, first column, line 2. "Lotnictwo limowe" (similar to reconnaissance and light bomber; this kind of a/c was not used in any other air forces). The "Lotnictwo towarzyszące" was formed in 1929.
 Balilla drawing no. 5: a/c had red-white-blue stripes with white outline on fuselage.
 no. 6: this marking did not exist in PAF. Mr. Baczkowski made a mistake in the MODELARZ article.

You can add the following references to the list of books and magazines about Polish aviation. These are all in my library.

MAGAZINES:

Polska Flota Napowietrzna: 1920-1922 first Polish aviation magazine
 Aviata
 Lot Polski: weekly magazine issued in 1926-1939
 Młody Lotnik-Skrzydła Polska/from 1930/: weekly magazine issued to present days
 Przegląd Lotniczy: monthly magazine for military pilots 1928-1939.
 Wojskowy Przegląd Lotniczy: monthly magazine for military pilots issued 1945-1970.
 Poland 1924-1925: monthly magazine in English contains a series of very interesting articles written by Keith Murray about 7th Squadron. It is best material about 7th Squadron that exists. Many interesting photos.

BOOKS:

Księga ku czci poległych lotników 1933: great history book about PAF in 1930-1933.
Polska Lotnictwa 1937: Second history book about Polish aviation.
Album lotnictwa polskiego 1929: contains ten year history of Polish aviation.
Mój lot Warszawa-Tokio-Warszawa 1926: written by por. B. Orlński about famous flight Warszawa-Tokyo-Warszawa made in 1926.
Na RWD-5 przez Atlantyk: written by kpt. Stanisław Skarzynski about his famous flight through South Atlantic in 1933.
Polskie Skrzydła w moich lotach długodystansowych 1933: written by S. Karpiński.
Lotnicy Wrzesnia. Nasza Księgarnia 1972
Siedmiu z Halifaxa "J" M.Pawlikowski MON 1974
Jak dziś parmiętam, J.Meissner Iskry 1976
Pioro ze skrzydła, J.Meissner Iskry 1973
Z dawnych lotów, K.Chorzewski MON 1975
Dziennik lotnika dywizjonu 301, W.Jaroszyk, Pojezierze 1972
Dywizjon Ziemi Śląskiej nr.304, W.Kisielewski, Śląsk 1967
Podróż bez biletu, W.Kisielewski, LSW 1974

Continued overleaf

Upior Atlantyku, W. Kisieliwski, KAW 1975
 Ostatni Lot, M. Wyszowski, MK 1972
 Moj Spitfire WX-L, W. Krol MON 1975
 Polskie Dywizjony Lotnicze w Anglii 1940-1945, W. Krol,
 MON 1976

Polacy w bitwie o Atlantyk, W. Krol Interpress 1974
 Lotnicy bez skrzydel, B. Arct Interpress 1972
 Skrzydlata Dywizja, E. Banaszczuk, KIW 1975
 Franciszek Zwirko, H. Zwirko, MON 1976
 Szachownice nad Berlinem, E. Chromy MON 1967
 Wracajcie szczerwie do bazy, Z. Neugebauer KIW 1974
 Rycerze bialo-czerwonej szachownicy, B. Arct NK 1966
 Podciete Skrzydla, J. H. Janczak, MON 1976
 Z kabiny Obserwatora, J. Kadziński, MON 1975
 Polacy nad Atlantykem, T. Malinowski, KAW 1975
 Ucieczki z niewoli, K. Slawinski, KAW 1975
 Kurs bojowy Warszawa, C. Krzeminski, KAW 1975
 Na skrzydlach jak ptaki, J. Konieczny, KAW 1976
 Lawica pozna, skie lotnisko, K. Slawinski, KAW 1975
 Szachownice nad Brandenburgia, J. Malszewski, MON 1975
 Trzyna pierwszy nad celem, B. Arct, MON 1975
 302 na start, W. Krol, MON 1975
 W pomorskiej gardzieli, K. Slawinski, MON 1976
 Na wrzesniowym niebie, K. Slawinski, MON 1975
 Polacy w Bitwie o Anglie, B. Arct, MON 1967
 Nad powstancza Warszawa, W. Kisieliwski, KAW 1976
 W walce z V-1 i V-2, W. Kisieliwski, KAW 1975
 Desant na kwatere Hitlera, W. Kisieliwski, KAW 1975
 Zurawiem na dalekie trasy, K. Slawinski, KAW 1976
 Pojedynki nad Wisla, E. Banaszczuk, KAW 1975
 Gdzie diabeł nie moze, B. Bartnikowski, KAW 1976
 Polskie skrzydla nad Francja, R. Malinowski, Sport i
 Turystyka 1972
 304 Dywizjon Ziemi Slaskiej j Bitwie o Atlantyk, W.
 Kisieliwski SiT 1972
 Pomnik polskich lotnikow w Northolt, B. Arct SiT 1972
 Lotnikom wrzesnia 1939. Pomnik por.pil. Stefana Okrzei,
 M. Wasowicz, SiT 1
 Polacy w walce z bronia V, M. Wojewodzki, SiT 1970
 Typy Broni i Uzbrojenia
 no. 10 Samolot szturmowy IL-2, T. Krolikiewicz
 no. 17. Samolot myśliwski MIG 15, J. Domanski
 no. 23 Samolot transportowy AN-12, J. Konieczny
 no. 25. Samolot myśliwski JAK-9, R. Kaczkowski
 no. 32 Samolot szturmowy IL-10, T. Krolikiewicz
 no. 34. Samolot myśliwski Avia B-534, K. Cieslak
 no. 38. Smiglowiec Mi-1, J. Grzegorzewski
 no. 40. Samolot transportowy Li-2, B. Szuman i J. Konczak

PLANY MODELARSKIE-detailed drawings of aircrafts

no. 2 The Po-2, CSS-13	no. 42 Li-2
no. 1 PZL Los	no. 45. Jak 9P
no. 4 Jak 9P	No. 49 Po-2, Avro Lancaster
no. 28 RWD 8	no. 61 RWD 6
no. 39. P 51D	no. 59 An-12
no. 40. PZL P 11a, SZD-19	no. 62 F4U Corsair
Hurricane IIC,	no. 67. PWS 26
no. 52. PZL 101 Gawron	no. 71 TS8 Bies
no. 56 Westland Lysander	

MALY MODELARZ-more than 200 paper models was issued in
 time 1963-1976.

Zrob to sam = (Make it yourself): Editor Horyzonty

Samoloty Wojskowe

Samoloty LOT

Samoloty cywilne

Samoloty wrzesnia 1939

these small books contain plans
 of aircrafts used by PAF, Polish
 civil aeroclubs and LOT.

Special books for modellers:

Miniaturowe lotnictwo part I and II, W. Schier WKIL -
 three editions - How to build flying model, contains
 many plans and detailed drawings

Samoloty w historii i miniaturze, W. Schier WKIL 1973 -
 aviation history through models. More than 50 detailed
 drawings for building models of historic aircrafts.

Technical instructions for pilots and ground crew for each
 aircraft which was used by PAF. For example I have
 instructions /in Polish/ for Breguet XIX A2 and B2,
 Lancaster B1, Halifax etc.

Tomasz Kowalski (SAFCH #121)

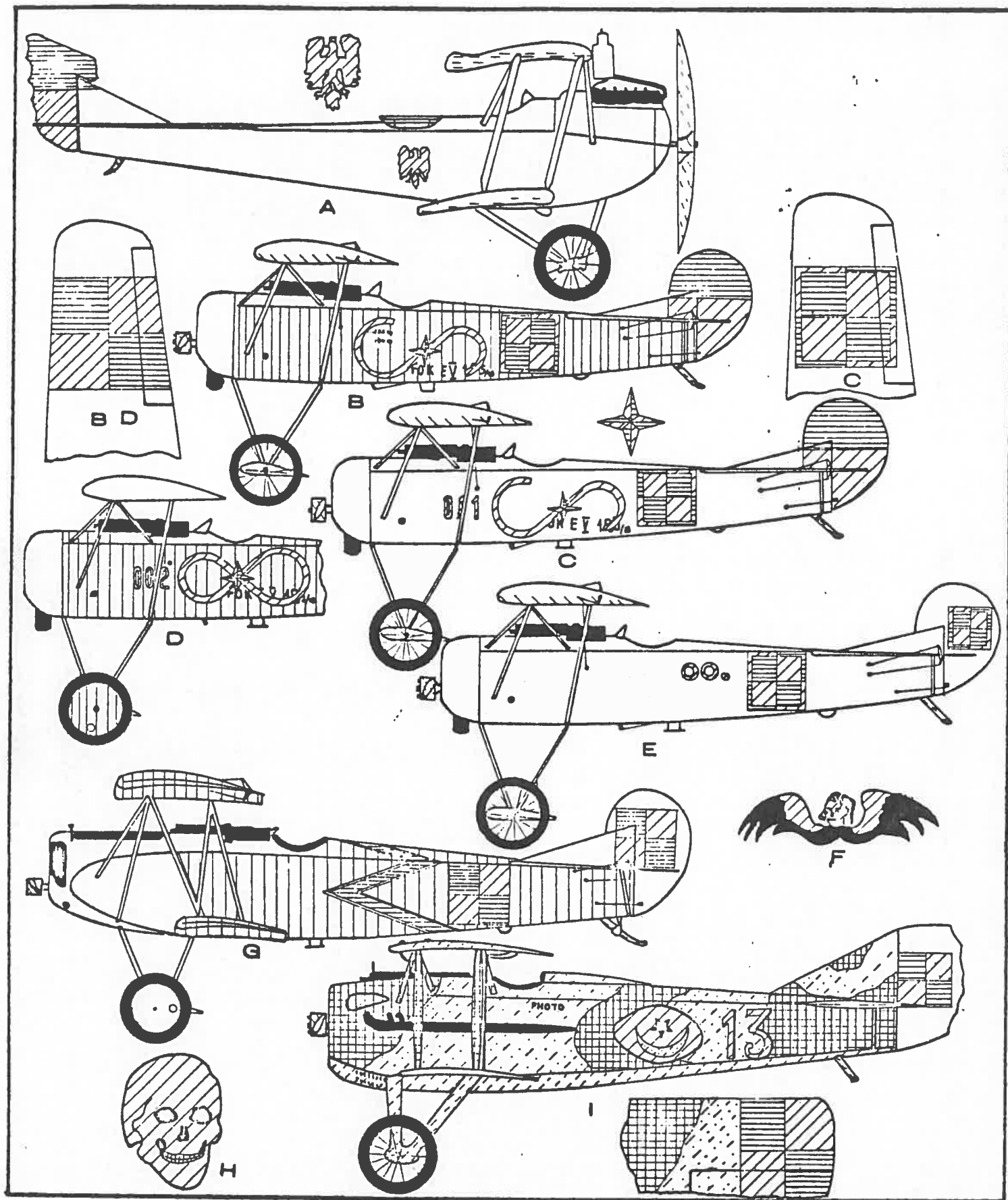
POLISH PILOTS' PERSONAL INSIGNIA 1918-1921

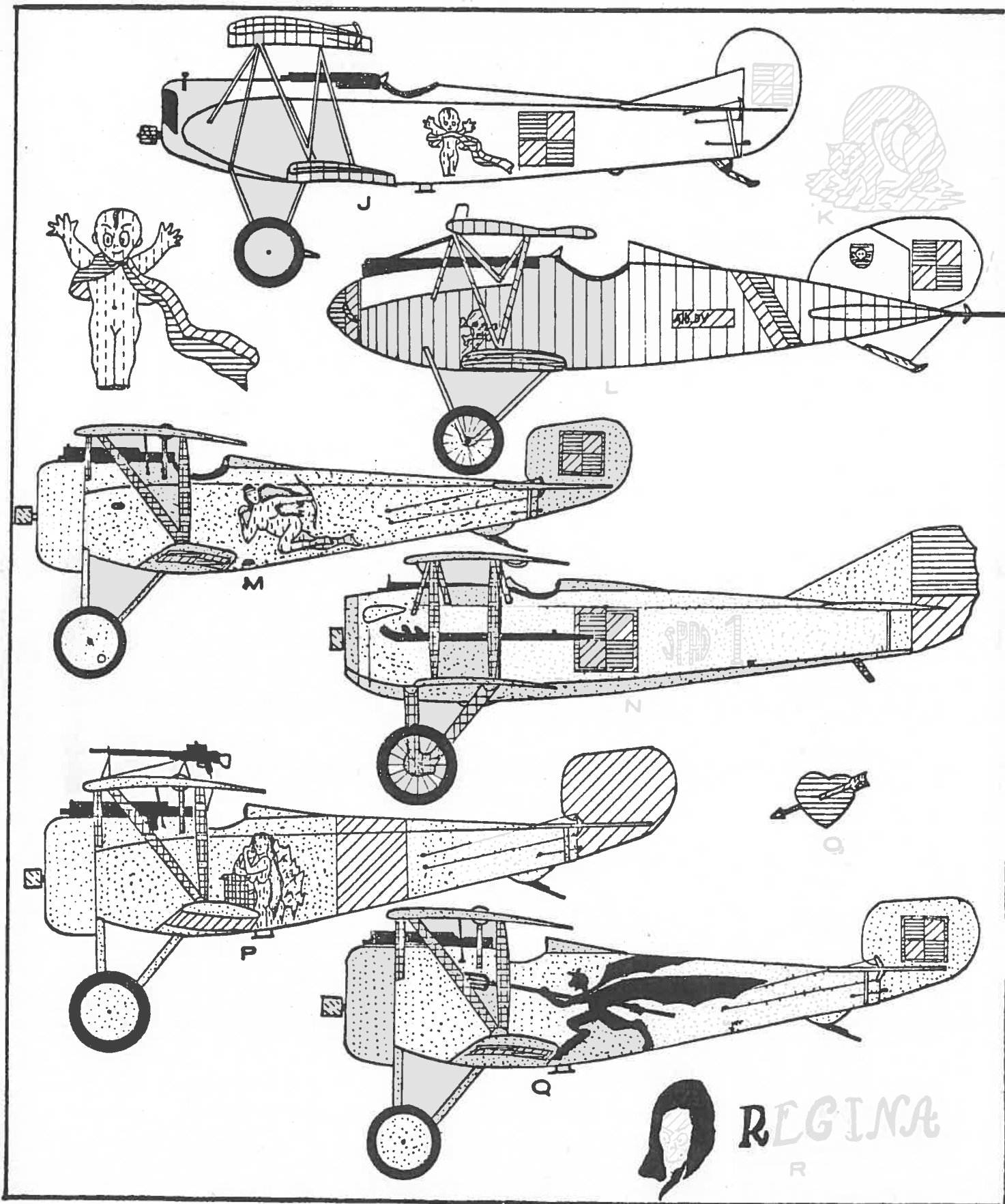
- A. Brandenburg CI 27.23 with eagle insignia from November-
 January 1918-1919. Pilot unknown.
- B. Lt. Stefan Stec's personal insignia on Fokker EV
 no. 185/18. Fuselage: four-colour lozenge.
- C. Lt. S. Stec's Fokker EV no. 188/18. Tail: four-colour
 lozenge, under surface of wing: pale blue.
- D. Fokker EV no. 185/18 with repainted Stec's insignia.
 Pilot unknown.
- E. Fokker EV with double "O" insignia. Pilot unknown.
- F. Personal insignia from 13 Squadron, painted on Oeffag
 DIII 253 series. Pilot unknown.
- G. Cpt. Stefan Bastyr personal insignia - probably the
 Group Commander insignia.
- H. Lt. K. Jankowski personal insignia painted on Oeffag
 DIII 253 series from 13 Squadron.
- I. Lt. Ludomir Rayski personal insignia.
- J. Adam Haber-Wlonski personal insignia. This aircraft was
 included in 15 Squadron and flown by Sgt. A. Bartkowiak,
 J. Hendriks, and S. Rozmiarek.
- K. Adam Haber-Wlonski personal insignia painted on Albatros
 DIII no. 2966.
- L. Lt. Wiktor Lang personal insignia. Aircraft in five-
 colour lozenge.
- M. Death angle painted on Nieuport 17. Pilot and unit
 unknown.
- N. Lt. S. Garsztka's Spad SVII.
- O. Sgt. E. Mayer personal insignia painted on Oeffag DIII
 253 series.
- P. Lt. Artur Jurkiewicz's Nieuport XXIV with ex-Russian
 personal insignia.
- R. Lt. A. Jurkiewicz's personal insignia painted on Nieuport
 XXIV described above.
- S. Sgt. W. Wojtowski's LVG C VI no. 9825 nicknamed "Wanda"
 from 17 Squadron. Wings and tail: five-colour lozenge.
- T. Detail of LVG CV nicknamed "Luiza Wanda" from 12 Sqdn.
- U. Sgt. Burzynski's LVG CV nicknamed "Wanda" from 12 Sqdn.
- V. LVG CV no. 15317 from 12 Squadron nicknamed "Stasia".
- W. LVG CV from 12 Squadron nicknamed "Halka Zosia".
 All numbers in 12 Squadron were white with thin red
 outline.
- X. The CWL Złowik, first a/c built in Poland, carried CWL
 insignia. Above CWL insignia description: "14 August
 1914" - date when the Polish legion was formed by J.
 Piłsudski.
- Y. The Albatros CVII no. 4.14 with eagle insignia. Pilot
 and unit unknown.
- Z. Lt. R. Rorisson's Ansaldo Balilla nicknamed "Suzane XI".
- AA. Lt. Czerwiak's Fokker DVII no. 22.03 with eagle insignia.
- AB. Eagle insignia on Gotha GIV from 21 Squadron.

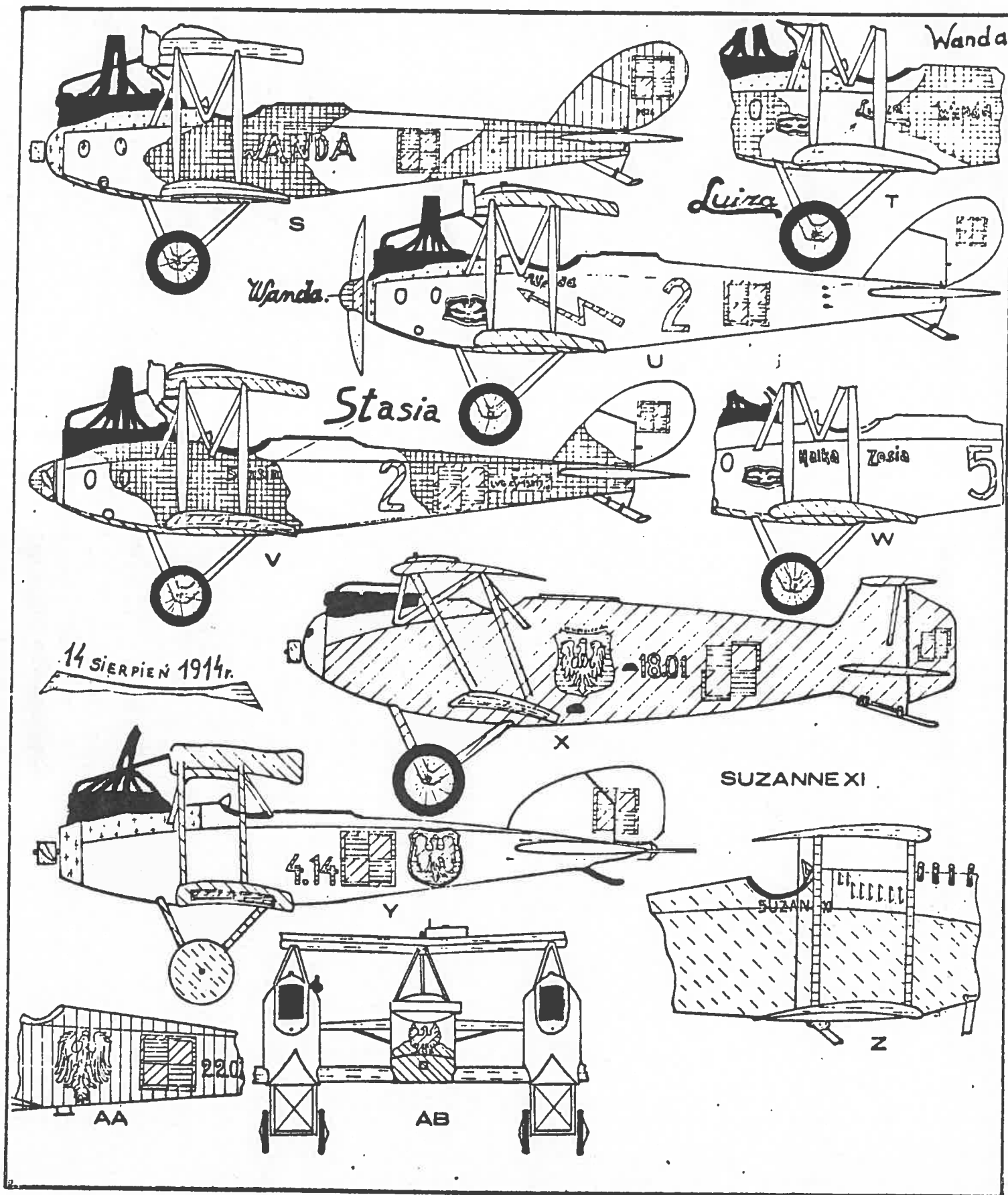
COLOR KEY

a. white	b. dark grey	c. red
d. brown	e. dopped linen	f. lozenge area
g. flash	h. yellow	i. black
k. pale grey	l. dark green	m. blue
n. pale blue	o. natural wood	p. olive green
	r. silver	

Tomasz Kowalski (SAFCH #121)







EUROPEAN AVIATION JOURNALS AND SOURCES OF SUPPLY

AEROPLANE monthly: 45p, colour & black-white photos, old and new A/C, civil & military, paper not quite so good but a good magazine! Orders to: Aeroplane Monthly IPC Business Press (Sales & Distribution), Subscriptions Dept., Oakfield House, Perrymount Road, Haywards Heath/Sussex, RH16 3DH, England (annual bschr. surface mail is £ 7.25 (or US Dollar 18.90)).

ARCHIVE and **ARCHIVE/COMBAT COLOURS** come from Container Publications, Dormer Road, Thame Industrial Estate, Thame/Oxon, OX9 3UD, England at 70p respectively 90p each and deal with WW2 aircraft, full text, data b&w photos and excellent colour art work (profiles), both started circa spring/summer 1976. A 'must' for everybody!

AVIATION NEWS, a newspaper, coming every two weeks, price 25p. Civil & military aviation, old & new, photos, 3-views, data, kit comments. Subscriptions to: Aviation News, 2 Sheepfold Lane, Amersham, Bucks. HP7 9EL, England. Mr. Alan W. Hall is the editor (a famous expert!) A/C monographs also from Aviation News, paperback, photos, drawings, 3-views, no colour but very good at 95p. Number 1 arrived in July 1976: F-84F Thunderstreak in the Aviation News WAR = PAINT SERIES.

MILITARY AVIATION REVIEW, started May 1976, monthly at 40p. Superb paper, only black & white photos, 3-views, old and new, articles and data. Orders to: Brian Pickering, editor, 16 Sleaford Road, Cramwell, Nr. Sleaford/Lincolnshire, NG34 8BY, England.

AIR INTERNATIONAL, 45p monthly (and **AIR ENTHUSIAST QUARTERLY**). The best that comes from England, full scale, many photos, also in colour, cutaway drawings, on best paper, model's corner, etc.) Subscriptions to: The Air International, De Worde House, 283 Lonsdale Road, London SW13 9QW, England.

AIRCRAFT ILLUSTRATED (and **AIR EXTRA**, the latter at 40p and quarterly). Monthly at 30p, full scale, old and new A/C, many photos, also colour. Modeling World articles, both journals are very good. Annual subscription rates (home or overseas, but excluding USA!): £ 4.50 to be addressed to the: Subscription Dept. of Ian Allan Ltd., Terminal House, Shepperton TW17 8AS, England. Attention! North American readers can obtain subscriptions from: Sky Books International Inc., 521 Fifth Avenue, New York, NY 10017, U.S.A. Rates apply \$13.80 for Aircraft Illustrated, \$6.00 for Air Extra. At Ian Allan Publisher appear also many aviation books!

These English journals can be obtained from the "world's largest aeronautical bookshop", **BEAUMONT AVIATION LITERATURE**, 656 Holloway Road, London N19 3PD, England.

Here still two further addresses in England, which I can recommend to all interested members (both prepare from time to time book lists and send these also to other countries).

BIVOUAC BOOKS Ltd., 104 Kilburn Square, London NW6 6PS: Mainly new books (in time also older out of print titles and maintain a 'want-list' service) on aviation, naval and land warfare. If they have what you want, they send it promptly and very safely packed.

Bohemia Bookshop, Mr. Frank W. Letchford, 116 Bohemia Road, St. Leonards-on-Sea/Sussex, TN37 6RL: A smaller bookshop, but he does his best and sells mainly new aviation magazines and books, in smaller scale also other military literature, in both cases also from foreign countries, especially from Italy.

I recommend to ask first for details and do not forget your S.A.E. or an International Reply Coupon. Only English Correspondence at both.

IRC's are obtainable at your post-office but are rather expensive. Ask your correspondence partners for mint stamps from their countries in exchange for your stamps or send a small banknote and ask for stamps in the height the normal rate air mail letter, etc. I do it too.

CZECHOSLOVAKIA: LETECTVI + KOSMONAUTIKA (Aviation & Space History), a 40 page magazine every two weeks. Despite the handicap of the all-Czech text (index is given also in Russian and English) it is an interesting journal, as many East European aircraft are described with black/white photos and scale drawings. Western A/C types are not forgotten of course. The paper is of poor quality, however there are two colour pages on better paper (cover photo or an illustration and on the rear side good quality colour profiles of Czech and Russian aircraft). In Czechoslovakia a single issue costs Kcs 4,00. In England (at Beaumont) one costs 25p and in West Germany DM 2,00 at Frank-Modellbau, Obere Vorstadt 21, D-7470 Albstadt 1.

NETHERLANDS: VLIETUIG PARADE (Aircraft Parade), bi-monthly 60 page magazine, A4 size, little text (Dutch only), but on each page black/white photos, also 6 pages colour photos of full scale aviation worldwide. It is the successor of the now extinct "Cockpit" magazine and costs single hfl. 4,95, at annual subscription hfl. 28,00 and comes from Hugo Hooftman at COCKPIT-uitgeverij, Postbus 21, Bennekom, Netherlands. It can be obtained also at the bookshop: Mr. H. de Weerd, Middellaan 34, Apeldoorn NL-6709, Netherlands. Mr. de Weerd is a busy and reliable man and sells also Dutch and foreign aviation books & magazines and other military literature, correspondence: Dutch, German, French, English.

FRANCE: "le fanatique de l'Aviation" a monthly 40 page magazine, cover illustration in colour, rear side as well, either profiles or a full page photo, from No. 82 on (Sept. 1976) 4 extra colour photo pages. All French text, many black/white photos, full scale aviation, some pages on aircraft modelling with good drawings & photos, the other scale three views are of high standard also, often also detail & interior photos! Price ffr. 6,00 until No. 81, from No. 82 on ffr. 8,00, a foreign subscription costs ffr. 78,00 at present: publisher: Le Fanatique de l'Aviation, 15-17 quai de l'Oise, F-75019 Paris. The first 20-25 issues are out of print, the rest still obtainable, also at Mr. H. de Weerd (above). Not France's only journal, but surely the most interesting one.

ITALY: JP 4 mensile di Aeronautica, 11 issues annually (July + August is a double number because of the Italian holidays "ferragosto"), all Italian text, but many photos on 64 pages in black/white and colour, full scale aviation worldwide, old and new, several pages 'modeler's corner' with photos and (detail) drawings, book description (international), it is in the 5th volume now. Present prices in Italy Lit. 1.000. - per single copy or Lit. 10.000 annually, in Europa Lit. 11.000. and Overseas Lit. 13.000. Address: Casella Postale 1550, I-50100 Firenze. It is available also at de Weerd and Beaumont Aviation Literature, London N19.

Compiled by Fritz Braun (SAFCH #220)

Fritz Braun, Posener Str. 20/o, D-8000 Munchen 81, West Germany, member of SAFCH, Air-Britain, AAHS, and ASA has been preparing, since 1974, a comprehensive book on the national insignia of military a/c since 1910. Despite good progress to date, detailed information is still needed on the insignia of many air forces; their proportions, colors, locations, and periods of use. The same is needed for lettering (especially the exotic ones) and abbreviations, general paint schemes, and camouflage. Main problems at present: Canada & South America, East Asia, Middle and Near East, certain African countries, Australia, New Zealand, Serbia, Ukraine, Hungary, Bulgaria, Greece 1910-45, Italy, Spain, France (mainly Navy to date), Austria 1914-19, and Switzerland. He offers on a mutual basis his own vast information, quick answers, philatelistically franked letters. Return postage (either stamps or IRCs) are desired and also guaranteed by him.

RESEARCH STUDY OF THE SIKORSKY H-19/S-55

This article is intended to be an introduction to the Sikorsky H-19/S-55 in service with the smaller air forces, navies, and armies. Included is all the information known to the author, who hopes to interest other members in helping him put together the complete story of the Sikorsky H-19/S-55 for a more complete article to be published in a future SAFO.

The Netherlands: Kon. Marine

Type	U.S. Serial	Native Code
UH-19F	Navy Bu. No. 133777	8-2, later 076
UH-19F	Navy Bu. No. 133778	8-3, w.f.u.
UH-19F	Navy Bu. No. 133779	8-4, later 077

Philippine Air Force

Type	U.S. Serial	Native Code
H-19A	USAF 51-3884	51-3884 (13884)
H-19A	USAF 51-3872	51-3872 (13872)

Portugal Air Force

Type	U.S. Serial	Native Code
H-19A	?	9109

Royal Danish Air Force

Type	c/ns	Native Code
S-55C	55-1014	S-881
S-55C	55-1013	S-882
S-55C	55-1031	S-883
S-55C	55-1032	S-884
S-55C	55-1039	S-885
S-55C	55-1040	S-886
S-55C	55-1058	S-887

Italian Air Force

Type	U.S. Serial	Native serial/code
H-19D	USAF 57-5979	MM57-5979/?
H-19D	USAF 57-5980	MM57-5980/CG-11
H-19D	USAF 57-5981	MM57-5981/CG-12
H-19D	USAF 57-5982	MM57-5982/?
H-19A	USAF 51-3846	MM51-3846/?
H-19A	USAF 51-3895	MM51-3895/?

Argentinian Air Force

The Fuerza Aerea Argentina had at least eight H-19s, coded from H-2 up to H-9, although the exact type and the U.S. serials are not known.

Argentinian Navy

The Armada Argentina also had some examples of the H-19; two of them were coded 4H-17 and 4H-19, having the last one the 0506 native code. The exact type and the U.S. serials are for now unknown.

Brazilian Air Force

The Forca Aerea Brasileira had at least six examples of the H-19D model, coded, or better, serialled from 8500 up to 8505. In this case the U.S. serials are not known.

Chilean Air Force

At least four examples of the H-19, coded H-50 up to H-53, were in service with the Fuerza Aerea Chilena. It had also four examples of the S-55C variant, coded from H-54 up to H-57. Unfortunately, the U.S. serials are unknown.

Six S-55T's were also delivered to this air arm, but neither the U.S. serials/construction numbers nor the Chilean codes are known.

Greek Air Force

About 14 H-19D's were supplied to the Elleniki Aeroporia, of which only three are spotted. They are:

57-5949, 57-5961, 56-4275, coded 949, 961 and 275, respectively. A fourth example is coded 849.

Guatemala Air Force

It received at least three H-19's (unknown variant); the codes of two of them were 110 and 130. Perhaps the code of the third one was 120?

Haitian Air Force

Six H-19's (unknown variant) served with this Air Force, all of them coded from H-1 up to H-6. It seems they were replaced by at least four examples of the stablemate H-34A, of which those coded H-2 and H-4 have been seen.

Indian Air Force

About six examples of the civilian S-55 model (unknown variant) entered this service. One of them being Indian serial IZ 1590.

Thailand's Royal Thai Air Force

Only the 6313-coded example (c/n 55-757) has been spotted, although about 20 H-19's were supplied to this arm.

Turkish Air Force

Known choppers spotted with this service are:

Type	U.S. Serial	Native Codes
H-19B	52-7543	Repeated U.S. serial
H-19B	52-7542	Repeated U.S. serial
H-19B	52-7577	Repeated U.S. serial
H-19D	56-4271	Repeated U.S. serial
H-19B	52-7503	Repeated U.S. serial

Spanish Air Force

Type	U.S. Serial	Spanish serial/code
H-19B	?	Z.1-1
H-19B	?	Z.1-2
H-19B	?	Z.1-3
H-19B	?	Z.1-4
H-19B	?	Z.1-5
H-19D	?	Z.1A-6/402-14, ex 99-14
H-19D	?	Z.1A-7/402-15, ex 99-15
H-19A	?	Z.1C-15/752-4, ex 754-1
H-19A	?	Z.1C-16/752-5, ex 754-2
H-19A	?	Z.1C-17/752-6, ex 754-3
H-19A	?	Z.1C-18/752-7, ex 754-4

Four additional Westland Whirlwind Mk.2's served with the Ejercito del Aire, serialled from Z.1B-19 up to Z.1B-22 and coded 803-1 up to 803-4, respectively.

South African Air Force

Type	U.S. Serial	Spanish serial/code
CH-19E	Navy Bu. No. 144268	Z.1-8/002-1
CH-19E	Navy Bu. No. 144269	Z.1-9/002-2
CH-19E	Navy Bu. No. 144270	Z.1-10/002-3
CH-19E	Navy Bu. No. 144666	Z.1-11/002-4
CH-19E	Navy Bu. No. 144667	Z.1-12/002-5
CH-19E	Navy Bu. No. 144668	Z.1-13/002-6
CH-19E	Navy Bu. No. 146439	Z.1-14/002-7
UH-19F ?	?	Z.1A-25/002-8
UH-19F ?	?	Z.1A-26/002-9

The SAAF had four examples of the civil S-55C variant, which received the native serials A-4 up to A-7.

It is known that some numbers of the British-built Westland Whirlwind Mk.2 and Mk.3 have served or are actually serving with the Kuwait AF, R. Jordan AF, Yugoslavian AF, Brazilian Navy, Ghanaian AF, Austrian AF, Nigerian AF and some more air arms all over the world. Any news of these planes as well as additional information on the Sikorsky-built variants will be most welcomed. Please, contact:

Jose Luis Gonzalez Serrano (SAFCG #141)
Genera Rodrigo 3, 1^oC
Madrid 3, Spain

reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews

FLYVEHISTORISK TIDSSKRIFT, the magazine of the DANSK FLYVEHISTORISK FORENING, is published in the Danish language, four times a year, each issue consisting of twelve 29.6 x 21 cm pages. The contents of the three issues I have on hand are as follows:

Nr. 1 1972 - "Fokker C.1"; 4 photos, 3 pages of scale drawings, and a table of serials for the 5 Fokker C.1 in Danish service. Photo: Danish Harvard IIB FT432.

Nr. 2 1973 - "O-Maskinen"; 9 photos, 2 pages of scale drawings, and a table of serials. Both these drawings and those of the C.1 are excellently done in 1/72 scale and, although they lack cross sections, sufficient views are presented to allow scratch building models of several versions of each aircraft.

Nr. 3 1973 - "H.M. III" with 3-view sketch of the H.M. III. Photos: PBV-6A L-866 and L-861; Dantorp 201, H.E. 8, Fokker C-V R-12, H.E. 57 D-2067, Pembroke OY-AVA, and Fokker F VII OY-DED.

While I do not have any recent issues to review, I do have up-to-date ordering information: Subscription is Dkr 50 (approximately \$9.00) from DANSK FLYVEHISTORISK FORENING, Nybøvevej 107, DK-2800 Lyngby, Denmark.

BRITISH AIRBORNE TROOPS 1940-1945, Gregory. Photo-narrative account of British airborne training, insignia, organization, weapons, equipment, air transport, military operations & unit histories throughout WW II. 150 illus. Pub. at \$7.95 Only \$3.95

COMMAND THE HORIZON: A Pictorial History of Aviation,
Shamburger & Christy. Exciting account of man in flight,
the barnstormers, airmail pilots, racers, war aces &
innovators who made history from the Wright broes. to
WW II. 260 Rare Illus. Pub. at \$15.00 Only \$2.98

A HISTORY OF THE US AIR FORCE, Goldberg. Comprehensive history of American air power from Kitty Hawk through WW II - the planes, the men who flew them, aviation's great achievements in war & peace. Over 300 Photos. Pub. at \$35.00 Only \$6.98

PICTORIAL HISTORY OF AIR BATTLES, Graham. From whirling dog-fights over WW I trenches to the lightning Israeli jet-strike of the 1967 War - the planes, the men, the battles which revolutionized the concept of war in the air; Stukas over Warsaw, Mosquitoes over Germany, Kamikazes in the Pacific, much more. 100 action photos & diagrams, 51 in Full Color. Pub. at \$7.95 Only \$4.98

TO JOIN WITH EAGLES, Rubenstein & Goldman. Complete, illustrated history of Curtiss-Wright aircraft, 1903-1965, from the Wright's first flight & Glenn Curtiss' "hydroaeroplane" through more "firsts" & world records than any two other companies in the history of aviation. Over 300 never-before-published photos from the Curtiss-Wright archives. Pub. at \$15.00 Only \$7.95

OUTRAGED SKIES, Jablonski. From Guadalcanal to Saipan, the hard-fought war in the air over the Pacific: the men, machine & events, as well as the evolution of American air power. Over 200 Action Photos & a 4-color insert; 8 1/2 x 11 inch. Pub. at \$9.95 Only \$4.95

letters-letters-letters-letters-letters-letters-letters-letters-letters-letters

I'm including a postcard of the Curtiss Pusher "Sonora" which made those early aerial bombings described in my last manuscript (SAFCH No. 4). It would have looked great accompanying my manuscript but, unfortunately, I found it only recently.

I was visiting a very distant quarter of Mexico City, chasing a very interesting film that had evaded me so far that was playing in a "third run" cinema (popularly known as "little louse" cinemas; wonder why?). It was very early and after buying my ticket, I went for a walk when I saw a crowd at the entrance to a very old and dilapidated building. When I got close, I saw in the entrance hall an equally old and dilapidated couple who had established a small shop of "yesteryear's" postcards, with wooden racks crammed with delicious color postcards with unbelievably gaudy verses "for all occasions", and B & W historic cards, among which was this one. I grabbed the three copies left.

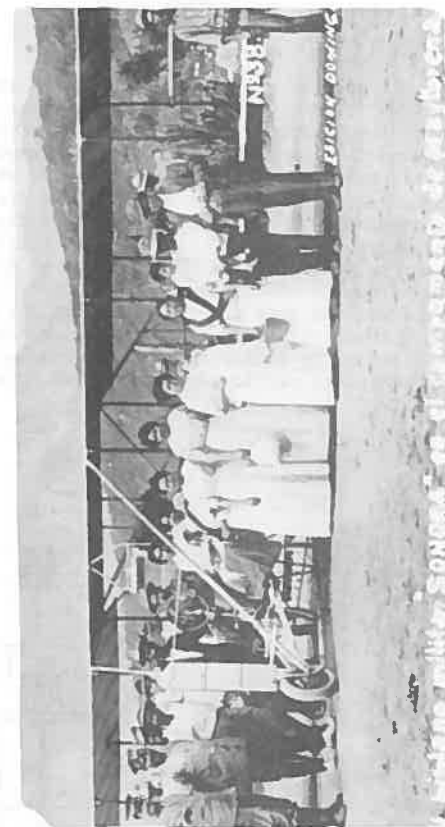
Ismael Garcia Llaca (SAFCH #53)

Coming across SAFO Vol. I No. 1, I found a mistake on page 10. The Austrian AF SAAB 91's have serials in the range 3F. The individual letters run from SA to SX. Enclosed are two photos of SAAB 91's which I took in Austria.

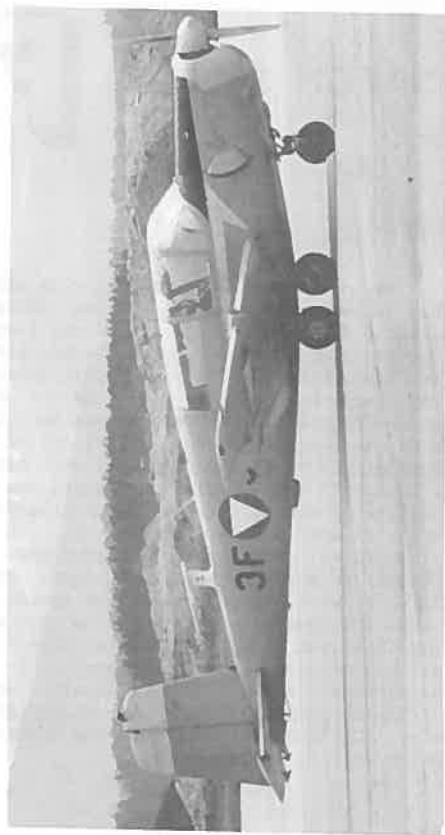
Rainer Haufschild SAFCH #193



SAAB 91 c/n 470 3F-SL, Salzburg 27.8.68



Military biplane "Sonora" at Maytorena's camp.



SAAB 91 c/n 470 3F-SL, Salzburg 4.5.70

SAFCH Special, **F-104** Starfighter

The Lockheed F-104 Starfighter is serving or has served in 14 small air forces. (Belgium, Canada, Nationalist China, Denmark, West Germany, Greece, Italy, Japan, Jordan, Netherlands, Norway, Pakistan, Spain, and Turkey.) Both because of the world-wide use and the great interest shown in this aircraft by SAFCH members, it has been decided to make the Starfighter the subject of the first SAFO Special. It is planned to cover each countries' F-104s with text, photos, drawings, and serials, thereby providing information of interest to both the historian and the modeler.

Articles have already been promised, or are already on hand, for Norway, Denmark, Netherlands, Belgium, West Germany, Spain, and Canada. Volunteers are needed to supervise the presentations for Italy and Japan, as well as those countries not represented by our SAFCH membership. (That is: Greece, Turkey, Jordan, Pakistan, and China.)

To make correspondence convenient and inexpensive, all European efforts on the Special are being coordinated by:

Fred Bachofner
Welleweg 4
Brielle 3310
the Netherlands

Members in the Americas can send their contributions either to Fred or your editor:

Jim Sanders
27965 Berwick Dr.
Carmel, CA 93921

All members having anything on the small air forces' F-104s, either photos, markings and camouflage information, serials, or historical information (unclassified) are encouraged to send this material to either of the above addresses. Unmarked F-104 drawings are included for your convenience in recording and transmitting data. Of particular interest are articles published in your countries that we might be given permission to translate and reprint.

I want to make this SAFO Special the most comprehensive story of the small air forces' F-104s available. If sufficient information is submitted, this Special can be extended to two or more issues.

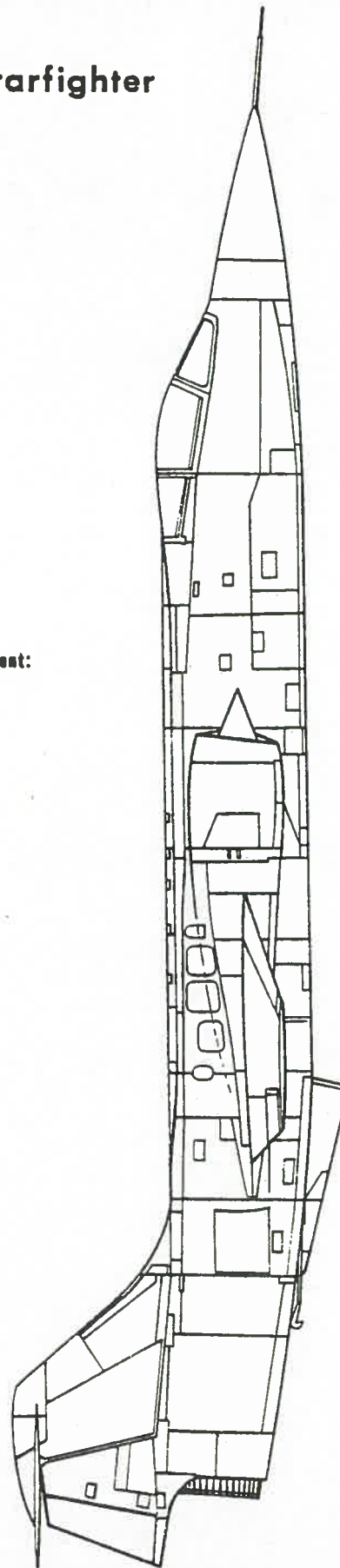
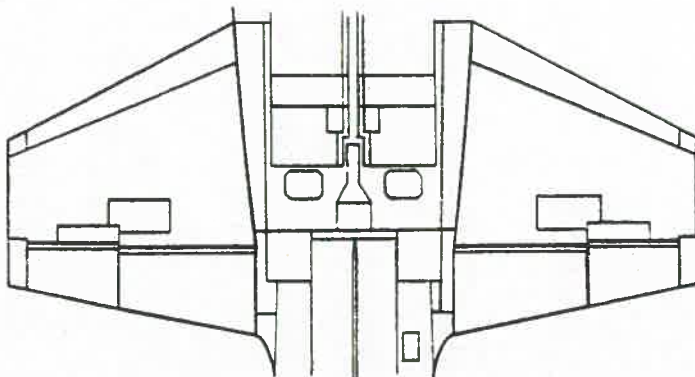
Country:

Unit:

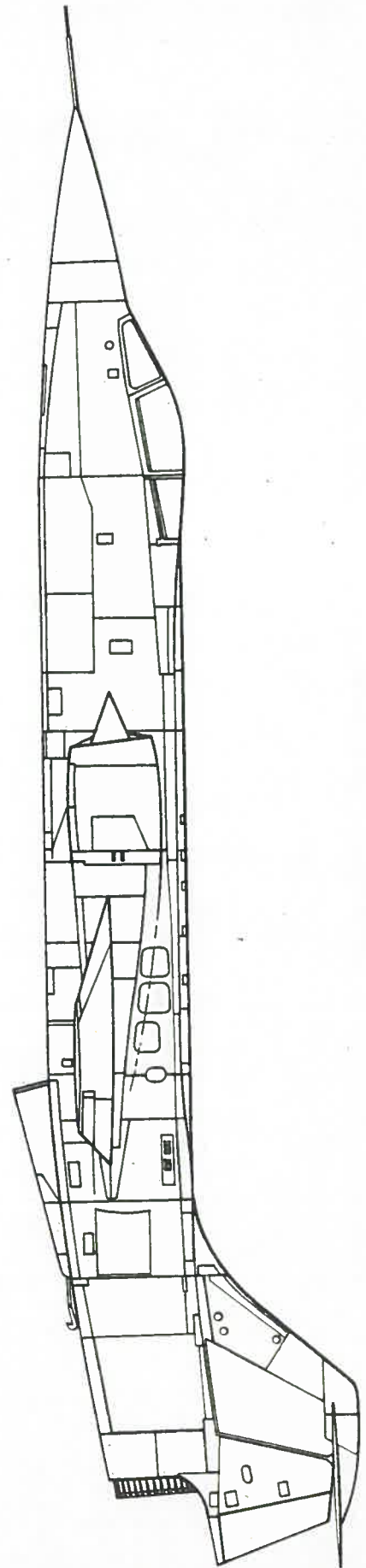
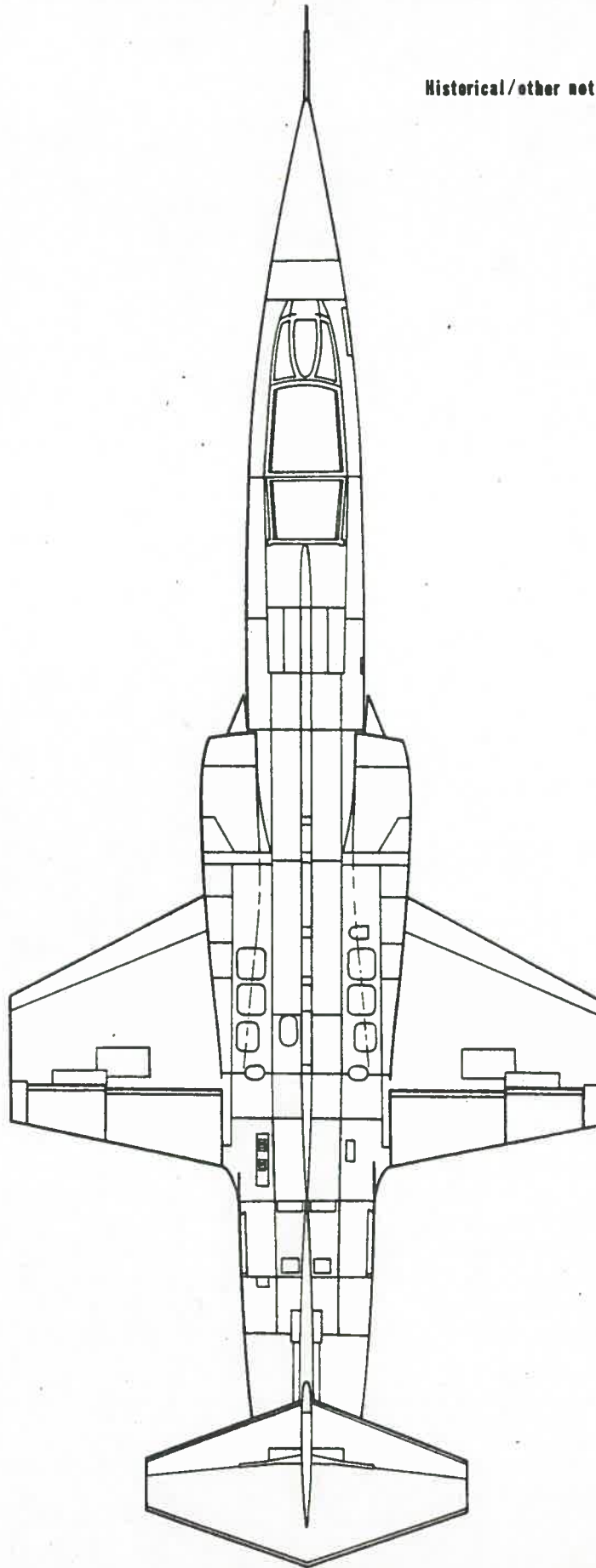
Designation:

Colors:

Special markings/equipment:



Historical/other notes:



The Northrop T-38A in service N.A.S. China Lake

THIS AIRPLANE IS USED FOR PUBLIC
RELATIONS DUTIES, IN ADDITION TO
ITS NORMAL ASSIGNMENT

WITH THANKS TO D.BEGY & L.CHRISTENSEN
FOR THEIR VERY KIND ASSISTANCE

THE UNDERSIDE OF THE
HORIZONTAL TAIL IS
BLUE WITH WHITE STARS.

THE STANDARD RESCUE ARROW
IS YELLOW/ORANGE & BLACK.

THE EAGLE AND STARS
ARE IN VARIOUS SHADES
OF GOLD, WITH BLACK DETAILS

ALL MARKINGS ARE BLACK,
EXCEPT 'NAVY', WHICH IS WHITE.

THE INSIGNIA BLUE SURFACES ARE
COVERED WITH WHITE STARS, SIZE
& SPACING APPROX AS SHOWN.

THE TAIL CONES ARE HEAT
DISCOLORED BARE METAL.

COLORS PER F.S.595

INSIGNIA RED#11136

INSIGNIA WHITE#17875

INSIGNIA BLUE#15044

Geo Morfis 7-Aug-76 SAFCH 3